

Navy News

JANUARY 1982 10p

Mercy squadrons take on the cruel sea

STORM FORCE!

ROYAL NAVY helicopters battled against some of the worst weather ever experienced by aircrews last month in a series of dramatic and challenging missions in which they helped rescue scores of people in trouble around Britain's coasts.

In one incident, helicopters from Portland, Culdrose and Lee-on-Solent aided lifeboatmen in saving 35 lives in a blizzard. In another, Portland Sea Kings operating from RFA Engadine lifted 28

crewmembers from a blazing freighter by the light of the flames.

And in one of two missions in which pilots flew "blind," guided by aircrew, a Sea King from HMS Gannet flew backwards for 1½

miles through a raging storm to reach a sick man.

Culdrose helicopters and Plymouth divers also played key roles in rescue attempts during the Cornish lifeboat disaster on December 19 and 20.

On December 13, in darkness

and driving snow, helicopters from RN air stations Lee-on-Solent, Portland and Culdrose helped lifeboatmen rescue 36 from the Ecuador-registered freighter Benita, which developed a 40-degree list in heavy seas 30 miles south of Start Point, Devon.

Four people, including a woman and her two-year-old son, were winched to safety and landed at Portland. LACMN Roger Brooks, in the Daedalus helicopter which saved the four, said later: "With the ship listing so much, it was difficult to get at the survivors."

"We had to land a diver on to the side of the ship so he could

DRAMATIC PICTURES

— Page 9

run up the slope, grab the nearest person and get him back to the rails to be winched up." Pilot and diver were Lieut. Paul Sparkes and LACMN John Spencer.

The assisting Sea King from 814 Squadron, Culdrose, was airborne for 8¼ hours, having earlier rescued six people from the maze carrier Boberix, listing and taking in water 60 miles south of Falmouth. The crew were Maj. Al McKinnon CAF (pilot), Sub-Lieut. Alan Davison (deputy pilot), Sub-Lieut. Peter Gibb (observer) and ACMN Joseph Sykes.

Fishermen

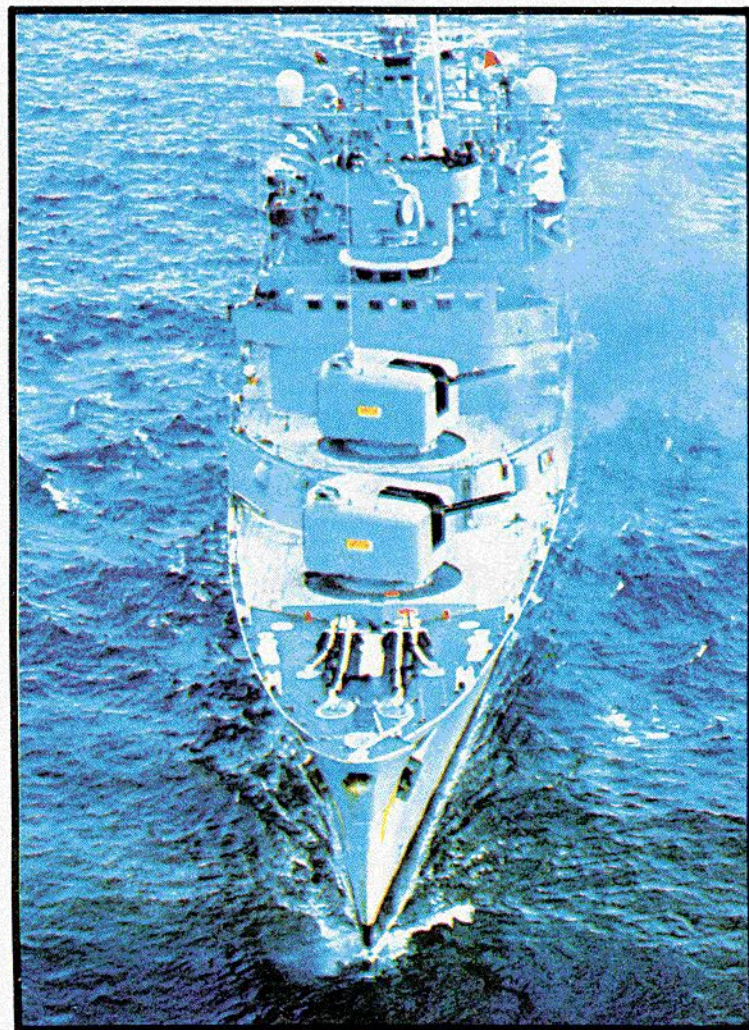
It was a busy night also for Daedalus. Another helicopter from the station was called out three times, on one occasion to winch to safety three fishermen caught by the tide in Langstone Harbour, Portsmouth.

The Benita incident was the fourth drama in just over a fortnight for the busy squadrons at Portland.

Four days earlier, Sea Kings of

Continued in page 9

PARTING SHOT FROM LONDON



LAST broadside in the Royal Navy is fired from HMS London's four 4.5-in. guns as she returns to the UK from a three-month Caribbean deployment at the end of her RN career.

Next day the London entered Portsmouth with a 500ft. paying-off pennant. Greetings were received from the Mary Rose Trust on

behalf of everyone involved in the recovery of the ship which probably fired the first broadsides of heavy guns more than four centuries ago.

Members of the London ship's company marched through the naval base to a paying-off service in St Ann's Church.

Picture: PO(Phot) Len Cobbett

Redundancy scheme lists 500 jobs

ABOUT 500 JOBS are involved in Phase 1 of the Navy redundancy scheme, making Christmas and the New Year a time for careful reflection by many officers and ratings in the groups invited to apply.

However, this total — taking in ranks and rates from captain to PO and a range of specialisations and trades — proved lower than some had expected.

Most redundancies are to be made from lieutenant-commanders and above of all lists and from senior ratings — but not those with just a few years to serve.

For the 280 rating billets concerned, the main "target" appears among CPOs and POs in the age range 25-35, while the redundancy numbers include about 240 officer posts.

Among lieutenants and below and among junior ratings there is likely to be little redundancy, and the first phase will not include any FCPOs, artificers or mechanics.

Ratings who complete 22-year pensionable engagements, or further periods of service to these engagements, before April 1,

Compensation terms — back page

1986 will not be considered, nor will ratings who joined the Navy after April 1, 1978, or officers whose current pensionable or short career commissions in their present rank ends before April 1, 1986.

The guide for those considering applications shows categories and

Turn to back page

Glamorgan returns

HMS Glamorgan made an unexpected return from Gulf Patrol to spend Christmas and New Year in the UK. She arrived home on December 21 after suffering propeller damage in the Gulf of Oman. See story and pictures in Page 31.



Four of a kind

... is a very good hand to hold in any game, particularly if your four are Type 21 gas-turbine powered, guided missile frigates of the Fourth Frigate Squadron based at Devonport. They are (from foreground) HM ships Ardent, Amazon, Arrow and Alacrity. The ships, under the command of Cdr. Chris Craig (Alacrity), were en route to pay a visit to Amsterdam.

Picture: LA(Phot) Dave Cutler.



A HAPPY NEW YEAR TO YOU ALL





GOING FORTH FOR THE BIRDS

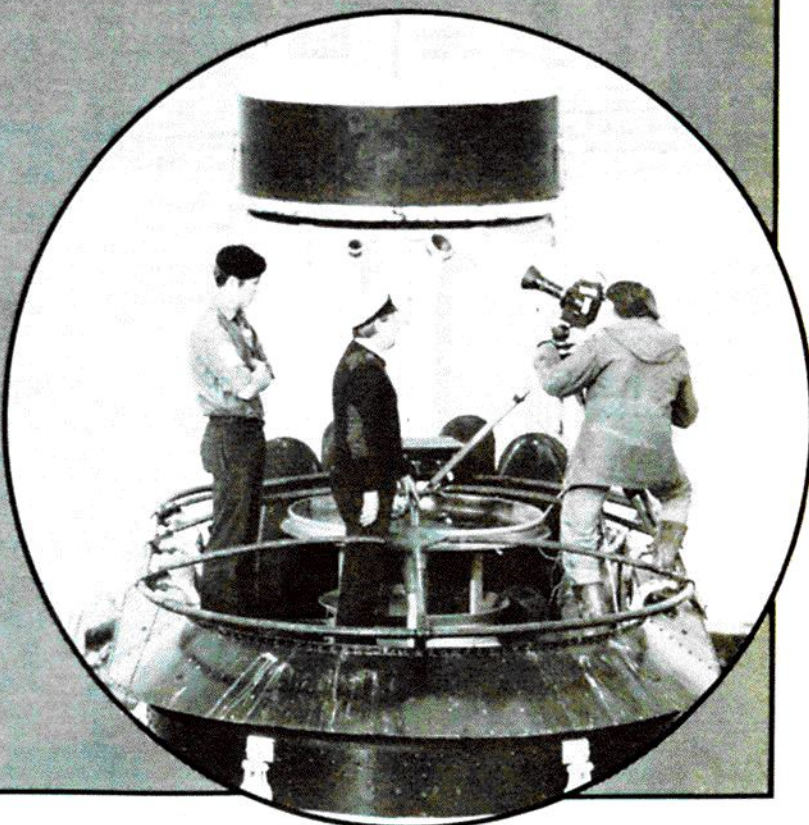
GETTING a bird's eye view of HMS Forth at Devonport is television ornithologist Tony Soper — in search of cormorants for his BBC 2 programme "Bird Spot."

The Forth — formerly the Fleet maintenance repair ship HMS Defiance — has become an undisturbed haven for the seabirds since she was moored in the River Tamar to await scrapping.

To enable Tony to get a good view of the colony roosting on the after mast, members of HMS Defiance disposal list ship's team took him up to the funnel, which provided an ideal filming platform.

Tony is pictured here ascending, watched by CMEA Neil Nosworthy, MEM Buster Truss (centre) and AB Wright. CMEA Nosworthy and MEM Truss joined Tony on the funnel-top (right) to lend a helping hand.

Pictures: LA(Phot) Stuart Antrobus



Bonjour, mine amis



SHIPS of the Second Mine Countermeasures Squadron head for Bordeaux to take part in the city's annual celebration to commemorate liberation in 1944.

In the foreground is HMS Kirkliston, with HMS Bossington to port and HMS Wilton beyond her.

The Royal Navy detachment which took part in the ceremony was composed of representatives of the three ships as well as HM ships Iveston and Brinnington. It was led by Sub-Lieut. Gerard of the Brinnington.

Defence Chief visits Canberra

CHIEF of the Defence Staff, Admiral of the Fleet Sir Terence Lewin, visited Canberra for discussions with his Australian and New Zealand counterparts.

Admirable hat trick for Fawn

WITH the visit to HMS Fawn of the Commander-in-Chief Fleet, Admiral Sir John Fieldhouse, the coastal survey ship welcomed on board the third flag officer in just over a month.

Admiral Fieldhouse arrived and departed by RAF Wessex helicopter when the Fawn was working off Anglesey in November.

Five weeks earlier the Flag Officer Plymouth, Vice-Admiral S. A. C. Cassels, took passage in the ship for her two-day visit to Jersey. A few days later the Hydrographer of the Navy, Rear-Admiral D. W. Haslam, spent two days on board while the ship

continued her survey of the Irish Sea.

Besides Jersey, the Fawn has visited Swansea (South Wales) and made the traditional autumn run to Rouen. There she was in

company with HM ships Beagle and Bulldog.

HMS Fawn was entering refit in Devonport this month after celebrating her 13th anniversary in commission.

APPOINTMENTS

New Chief of Staff to C-in-C

REAR-ADMIRAL Edward Anson, who has been Flag Officer Naval Air Command since 1980, is to be Chief of Staff to Commander-in-Chief Fleet from May.

Rear-Admiral Anson, who commanded the first RN Buccaneer Squadron, later commanded HMS Eskimo, and in 1974 he became commanding officer of HMS Juno and Captain 4th Frigate Squadron. Before promotion to flag rank he was commanding officer of Britain's last traditional aircraft carrier, HMS Ark Royal.

Other appointments recently announced include:

Capt. T. D. A. Thompson, Director of Defence Operational Requirements, May 7. (As commodore).

Capt. M. C. Lilly, for duty with HMS Brussels as Chairman of Manpower Management Survey of the Maritime MNCs HQ February 1 (As commodore).

Capt. R. G. Heaslip, director of Defence Policy (C Div.), March 26. (As commodore).

Surg. Capt. G. J. Milton-Thompson, Deputy Medical Director General (Naval) and Director Medical Personnel and Logistics, January 15. (As surg. commodore).

Capt. M. H. G. Layard, Seahawk in command, May 11.

Capt. G. A. F. Hitchens, Drake for Defiance in command and as CSO(E) to FO Plymouth and CFM Devonport, May 25.

Capt. J. L. Weatherall, Andromeda as Capt. F8 and in command, April.

Capt. P. G. V. Dingemans, Captain RN

SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should contact the applicant direct.

POWTR Doyle, PO's Mess, HMS Invincible, drafted FOSM (COMSUBEASTLANT), over six months, May, expecting draft two years. Will swap for any area, except Scotland, preferably Portsmouth.

RO1(G) Woodfine, 4 Mess HMS Abdiel. Will swap for any Plymouth or Portsmouth ship, or one in refit, anything considered.

AWEA2(UD) L. G. O'Reilly, 3E2 HMS Euryalus, drafted Rosyth FMB (Mobile), May. Will swap for either Devonport (preferably) or Portsmouth FMB, or any Devonport ship.

SA J. N. Stock, Cheeseman 13, HMS Osprey, drafted HMS Leander, March, deploying April. Will swap for any Portsmouth, Chatham ship in refit. Contact HMS Osprey Ext 2054.

ALWEM(R) Holmes, 1, Nile 'A', HMS Collingwood, drafted HMS Penelope, May, six-month deployment, Sept. 1982. Will swap for any Guzz / refit, shore base, or short deployment.

LWEM(R) A. N. Spencer, drafted FMB Devonport. Will swap for any Portsmouth shore base. Contact 86 North Path, Howe Road, Gosport, Hants.

POWEM(O) Scott, Leave / Relief Watch, Common, Whitehall, telephone 01-218 3714, drafted HMS Manchester, standby Barrow-in-Furness, August 1982, drafted HMS Collingwood March / PJTs May-August. Will consider any ship Chatham based, early out of turn.

MEM(M) M. Bowler (AMC) 4PO Mess, HMS Hermes, until July 1983, deploying mid-1982. Will swap for any Devonport ship in refit or seagoing.

MEM(L) P. Humphreys, 3D Mess, HMS Ambuscade, due to leave August. Will swap for shore base, or ship in refit, Chatham or Portsmouth.

MEM(L) Steer, 3D Mess, HMS Ambuscade. Will swap for Plymouth or Portland shore base.

LMEM(L) Box, 3D Mess, HMS Ambuscade. Will swap for any Portsmouth or Plymouth ship deploying.

LMEM(L) McCabe, 3D Mess, HMS Ambuscade. Will swap for any Chatham or Portsmouth ship, base or ship in refit.

MEM(L) Baile, 3D Mess, HMS Ambuscade. Will swap for any shore base Portsmouth, or ship in refit.

ALMEM(L) A. Symonds, 3D Mess, HMS Ambuscade. Will swap for any seagoing ship Plymouth.

STD P. I. Barnes, 2D Mess, HMS Avenger. Will swap for any ship / shore draft Devonport.

LWEM(R) Beaver, 3M2 Mess, HMS Intrepid, drafted HMS Fearless, April. Will swap for any Portsmouth or Devonport ship not deploying.

RO1(G) Knight, Comms Mess, HMS Sinus, refitting Devonport until July / Aug. Will swap for any Devonport seagoing ship or foreign shore base.

WEM(O) Milican, HMS Speedy. Will swap for any Portsmouth or Plymouth frigate or destroyer.

ALSTD Croughan 3R Mess, HMS Brilliant, due to deploy 1982. Will swap for any Scottish ship, preferably Rosyth based.

STD Hamilton, 3R Mess, HMS Brilliant, due to deploy 1982. Will swap for any Type 21, deploying or not, or any Leander, Plymouth, not deploying.

AB(S) Hoy, 3E Mess, HMS London, drafted HMS Juno, March, Rosyth. Refit until August. Will swap for Devonport or Portsmouth seagoing ship.

WEM(R) S. Esby, H15 Hawkins Block,

HMS Drake, Devonport, drafted HMS Defiance, (FMG) Plymouth. Will swap for any Portsmouth shore base or ship in refit.

MEAP(P) T. E. Smith, SR Mess, HMS Soberton, Chief of the boat. Drafted HMS Neptune NT March, over six months. Will swap for Chatham or Portsmouth base.

LWEM(O) I. Carr, NGC HMS Collingwood, drafted HMS Aurora, June. Will swap for Portland or Portsmouth shore base.

AB(EW) R. J. Hobbs, 3D Mess, HMS London, drafted HMS Juno, completing four month refit Rosyth, then reserve Chatham. Will swap for any Portsmouth shore base or seagoing ship.

STD N. Baltup, 9 Mess, HMS Norfolk, drafted HMS Heron, Feb. Will swap for any Portsmouth base or Portsmouth area draft.

AB(R) Hall, HCTU Section, RN air station, Portland, ext. 2556, drafted HMS Kingfisher, March, Rosyth. Will swap for any Portsmouth ship, preferably computer-equipped.

WEM(O) J. Bunyan, 3E2 Mess, HMS Euryalus, drafted FMB Devonport (HMS Defiance), Feb. Will swap for Chatham or Portsmouth shore base.

LMEM(M) R. J. Buchanan (SBD), HMS Sinus, refitting Devonport until August. Will swap for any Portsmouth ship.

AMEA2 A. Hunter, PO's Mess, HMS Argonaut, 24 months, for UWC training. Will swap for Portsmouth seagoing ship.

MEAL(L) A. M. Hawker, 25 Gibraltar Road, Eastney, Portsmouth, telephone 839497, drafted HMS Eastbourne, Art Apps training ship, Rosyth. Will swap for Portsmouth shore base.

AB(R) Brosnan, HMS Abdiel, drafted HMS Juno, March, refitting Rosyth at least six months. Will swap for any seagoing Rosyth frigate or one deploying.

POWEM(O) Tweedie, 2L Mess, HMS Ariadne, drafted RNSETT, HMS Nelson chiefs billet. Will swap for any Plymouth shore base or ship in refit.

AB(M) G. Meehan, 2 Mess, HMS Eastbourne, Rosyth, drafted HMS Leeds Castle, May. Will swap for any Portsmouth-based ship refitting, or Portsmouth minesweeper.

LWEM(O) Strachan, 3R Mess, HMS Broadword (WEOW). Will swap for any Rosyth ship.

LMEM(M) J. Blisset, 111 Mess, JR Accommodation, HMS Cochrane, Rosyth, drafted Rosyth FMG. Will swap for any Portsmouth or Chatham shore base, preferably Chatham.

LCK Beckett, 202 Mess, HMS Amazon, deploying Feb. Will swap for any Devonport ship not deploying.

Two saved in Hong Kong

TWO Chinese fishermen were rescued in Hong Kong waters by the patrol vessel HMS Wolverton after their craft had sunk in rough seas. They had been clinging to wreckage for nine hours.

A massive sea and air search failed to find the 13 other crewmen.

OBITUARY

R. H. Harvey, CT3 SCU Leydene

November 22

W. Wilson, CT3 SCU Leydene

November 22

F. H. Day, CPOMA INM Alverstoke

November 30

R. J. Shearer, POCK HMS Broad-

word December 2

G. A. Nolan, MEMN1 HMS

Repuise December 15

Seeing something funny in January

LAUGHS in plenty this month as the Royal Naval Film Corporation sees the funny side of January. In an all-comedy menu, travel, Burt Reynolds and the quirks of American life are recurring ingredients.

Burt stars in two films — "Paternity" and "The Cannonball Run"; travel is the theme of "Cannonball Run" and "Honky Tonk Freeway"; America stars in all of them.

The full list is:
Stripes (AA) — Bill Murray, Warren Oates. The Army Game transatlantic style, in which two recruits narrowly miss starting the Third World War. Columbia-EMI-Warner. No. 833.

Paternity (AA) — Burt Reynolds, Beverly D'Angelo. Well-sustained comedy in which a confirmed bachelor (Burt) decides he would like to experience fatherhood without the

FILMS FOR THE FLEET

encumbrance of a wife. He hits on the idea of a surrogate mother and — after a few inept stabs at the problem — recruits a waitress to perform the necessary function. CIC. No. 834.

Honky Tonk Freeway (AA) — Beau

Bridges, William Devane. This one has it all — even a water skiing elephant and a carnivorous pony. John Schlesinger, possibly the most respected English director, teamed up with writer Edward Clinton for this witty, incisive sideswipe at American values.

The teasing of our western cousins is perpetrated through the study of a group of colourful characters (whores, alcoholics, hitch-hiking nuns, car thieves and

squabbling families) all travelling to Florida along a motorway — a freeway in Stateside parlance. Columbia-EMI-Warner. No. 835.

The Cannonball Run (A) — Burt Reynolds, Roger Moore, Dean Martin. Another "road" film, this time involving spectacular mayhem on the highway as a variety of bizarre characters undertake a cross-nation auto-race. Twentieth Century Fox. No. 836.

SENIOR SERVICE

THE TRADITION among WRNS units of officers and senior rates serving a dinner to junior Wrens was upheld by the Captain of HMS Collingwood, Capt Frank Bowen, who donned an apron to act as wine waiter. Here, he replenishes the glass of WREN CK Denise Hogg.

Castle ship soldiers on through North Sea

NEW FISHERY protection vessel HMS Leeds Castle has been undergoing trials and exercises in the North Sea with a ship's company of sailors — and soldiers.

The Navy's khaki ratings are men of the 1st Battalion the Queen's Regiment from Canterbury who have been working alongside the Leeds Castle's permanent complement.

Aim of the venture is to promote links between the Services so that each has a better understanding of the other's problems, said the ship's commanding officer, Lieut.-Cdr. Peter Melson.

Choppy conditions

The Regiment recruits from the area in Kent in which Leeds Castle is situated, and the ship's company proposed the link. The sailors hope to spend some time with the Army this year.

None of the 18 soldier-sailors were seasick in the choppy conditions experienced by the vessel while operating from Rosyth in November. Tests of new equipment included practice with an inflatable launch which can travel at over 40 knots.

Search for frigate veterans

HMS Dumbarton Castle, second of the new Castle class offshore patrol vessels is due to be accepted from the builders at the end of February.

The first lieutenant is anxious to contact anyone who served in the previous Dumbarton Castle, a corvette, later designated frigate, accepted into the Navy in 1944.

She served in the Greenock-based escort group and at the end of the war was employed in air/sea rescue duties in the Irish Sea and later in the Firth of Forth.

The first lieutenant may be contacted at: HMS Dumbarton Castle, c/o Hall, Russell & Co Ltd., York Place, Aberdeen, Scotland.

Philatelists mark Scott anniversary

SIR PETER SCOTT will sign the commemorative covers issued to mark the 70th anniversary of his father's arrival at the South Pole.

The covers, the first to be issued this year by the RN Philatelic Service, will also be signed by Rear-Admiral D. M. Ekersley-Maslin, Flag Officer Sea Training, Portland — where Capt. Scott attended his last naval review in his ship Terra Nova.

Date of issue is January 18 and prices are: double signed, £1.95; signed by Admiral Ekersley-Maslin only, £1.15; unsigned, 70p. Send a 7in. by 5in. stamped addressed envelope to the Royal Naval Philatelic Officer, the Fleet Air Arm Museum, RN air station Yeovilton, Somerset. Cheques should be made payable to the FAA Museum.



Record set on offer

A SET of Royal Marines band records of Royal Albert Hall concerts associated with the name Mountbatten is now available as a special offer. RMA 1001 is of the 1979 concert which was attended by Earl Mountbatten; RMA 1002 is a recording of the 1980 concert, which was a tribute to him; and RMA 1003 is the first Mountbatten concert of 1981.

The set of three records (or two records and a cassette of the 1981 concert) is available at £9 (post free) from General Secretary, RMA Central Office, RM Eastney, Southsea, Hants (Cheques and postal orders payable to 'The Royal Marines Association').

LAST DAY OF A DOLPHIN . . .

MEN FROM the RN air station Culdrose went to the rescue of a dolphin when it ran aground and ended up high and dry on a beach at Church Cove, Gunwalloe.

Extreme weather conditions prevented the launch of a Search and Rescue helicopter to refloat the stranded dolphin so efforts were concentrated on keeping the animal alive.

LIFERAFT

A pump was set up by a Navy team of fire crew led by Station Fire Officer Lieut Bob Duke to hose seawater over the animal. When this failed, a liferaft was provided by the Survival Equipment Section. It was filled with water to keep the creature comfortable until a local vet arrived to put it to sleep.

● Our picture shows Sgt. John Wherry of Helston Police, RSPCA Inspector Mike Reid and (right) Lieut Duke during the attempts to save the dolphin.



DRAFTY'S CORNER

If you haven't the foggiest

QUESTIONS to the Promotions Office, HMS Centurion continue to demonstrate that the procedure for selection for promotion to FCPO and CPO remains clouded in mystery. The following answers to some of the questions posed may help to clear the fog.

Question: When do the promotion boards sit?

Answer: The FCPO boards sit in February and March and the CPO boards in September and October each year. Although the boards are convened in HMS Centurion for convenience, they are held on behalf of MOD (Navy).

BRANCHES

Question: How many different branch boards are held for promotion?

Answer: There are eight branch boards for promotion to CPO — WE; ME; S&S; FAA; OPS (Seaman Group); OPS (Comms Group), which includes Regulating and PT&R ratings; all submariners (now considered at a separate board; a separate board for Medical Branch ratings, in November).

There are six branch boards for FCPO — WE; ME; S&S (including medical); FAA; SM; OPS (only one board is held for this branch because of the smaller numbers involved compared with the CPO boards).

One week is allowed for each board.

WHO SITS?

Question: Who sits the promotion boards for FCPO and CPO?

Answer: Each FCPO board is presided over by a captain who is nominated by CINCFLEET, CINCPAC, FOSM, or FOSM. The board members include one commander nominated by HMS Centurion and one commander nominated by the Ministry of Defence (DGNMT). A chief officer WRNS and a commander (MS), nominated by the MOD, are also members of boards considering selection of WRNS and medical ratings.

CPO boards consist of one commander nominated by MOD(N) and one commander nominated by HMS Centurion (the senior of whom acts as board chairman) plus an officer at lieutenant-commander or lieutenant rank who is nominated by CINCFLEET, CINCPAC, FOSM, or FOSM. Specialist officers are also co-opted for WRNS boards and Medical boards. The President / Chairman and

PROMOTION BOARDS



"They've got some funny ideas about selection procedure!"

board members are of the specialisation under consideration.

Question: How are individual records presented to the board?

Answer: A file (known as a promotion dossier) is maintained for all petty officers and chief petty officers and this forms the basis for consideration by promotion boards. The dossier is started when a rating is advanced to Acting Petty Officer (or in the case of technician branches, Acting Chief Artificer / Mechanician / Medical Technician 1st Class / Communications Technician 1st Class) and contains:

- A photocopy of form S264a up to the time the rating is advanced to Acting Petty Officer or equivalent.
- History Sheets (for CPOs and Chief Technicians on

attaining three years' seniority).

- All Annual Forms S264C. Annual merit points and recommendations are listed on the front of the dossier, together with the total merit points awarded over the past three years. This total provides the numerical order in which ratings are listed for the boards.

SUPERIOR

Question: Do I need to have a succession of SUPERIOR assessments to be placed before the promotion board?

Answer: No! Whether you have been assessed as EXCP / SUPR / SAT or MOD will of course be one of the many factors that the promotion board will consider, but a SUPERIOR assessment in

itself has no bearing on whether your dossier will be placed before the board. The dossiers of all fully qualified and recommended ratings are placed before the appropriate promotion board.

Question: I am a petty officer and have been given a NO recommendation. What effect will this have on my promotion chances?

Answer: In the short term, even if otherwise eligible, you cannot be considered for two years. Therefore, even if you are given a NOW recommendation in your next annual report, you will not be considered for selection, as you must have either two consecutive NOW recommendations or a NOW preceded by a NOT YET.

In the long term, provided you subsequently receive good

reports and recommendations, you will merit consideration by the promotion board and could be selected, albeit a little later than your contemporaries.

SAFEGUARDS

Question: If the longer-term effects of a NO recommendation awarded to senior rate are overlooked in a ship, are there any safeguards in the system that looks after the interests of the individual?

Answer: Yes — every Form S264C is thoroughly vetted in the Promotions Office HMS Centurion. If the numerical assessment and written text do not accord with a NO recommendation, a letter is sent to the commanding officer of the ship concerned, seeking his comments and re-

questing that the report should be reconsidered.

Question: What are the main factors in the written text that will assist me to be promoted?

Answer: There are many, but to give you some idea, the forms are vetted in the Promotions Office and in particular the following points are looked for:

- Justification in the written text to accord with merit points awarded.

PEN PORTRAIT

- That the reporting officer has presented a "pen portrait" of the candidate, including his role in whole-ship activities.

- That the form contains clear guidance by the commanding officer that the candidate is considered fit for IMMEDIATE promotion.

- That the form contains a clear description of the candidate's potential for the broader requirements for the higher rate.

- That social and sporting attributes (albeit important) do not overshadow the candidate's technical and professional ability.

SUMMARY

Great care is given by a very experienced staff in the Promotions Office to ensure that:

- Each candidate who can be placed before the board gets there.
- He gets there in the right order of merit (based on the aggregate total of the past three years merit points).
- That the written test gives the candidate a proper chance of selection in comparison with his contemporaries.

OSSIE'S OPPO

Seven-year-old Nicholas Bond, a patient at Yeovil hospital, meets the Navy in the person of LAEM Ossle Osladacz, who was one of a group of sailors and Wrens of 702 Squadron, RN air station Yeovilton, who visited the children's ward. Before they left, the squadron commanding officer, Lieut.-Cdr. Fred Hatton, presented a £50 cheque to the teaching unit to provide books for long-stay patients.

Picture: HMS Heron Phot. Section

Navy cook goes silver

FCCK Kenneth Fraser of HMS Pembroke was member of the British team which came second in the bi-annual Dutch culinary competition, gaining a silver medal in the international buffet class.

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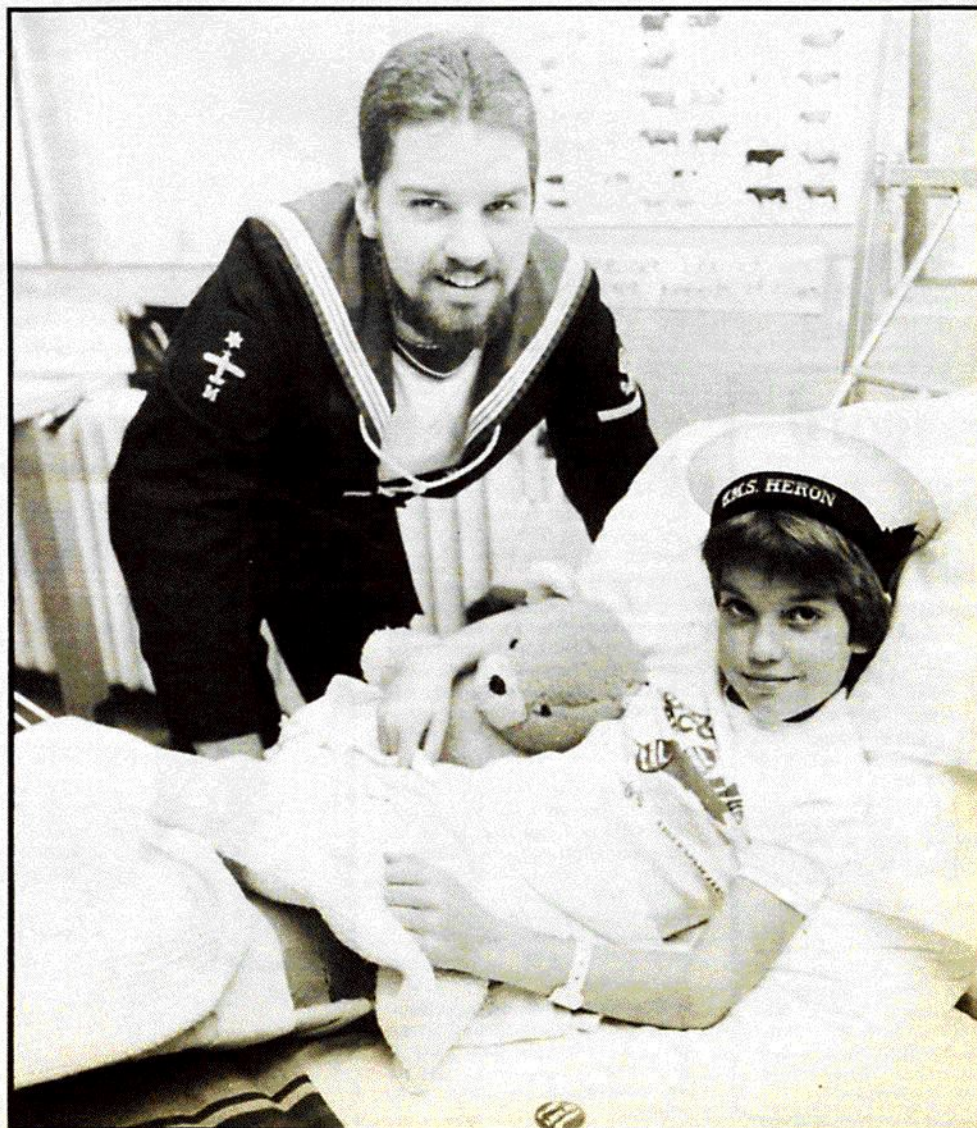
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SHIPS OF THE ROYAL NAVY

No. 314



Picture: LA(Phot) Rick Toyer

Fearless enters at the double

ALMOST THREE YEARS after entering refit, HMS Fearless has reached operational status in a remarkably short time to undertake her first deployment this month as Dartmouth training ship.

In October and November, the Fearless completed sea trials, basic operational sea training at Portland and amphibious work-up in double-quick time.

She has taken over her new role from her paid-off sister-ship HMS Intrepid and, under her commanding officer, Capt. E. S. J. Larken, she now faces a heavy programme — three training deployments and three major exercises this year.

The assault ship's maiden deployment of this commission was taking her to the Caribbean with midshipmen from Britannia Royal Naval College embarked.

Her long refit at South Shields has left her virtually unchanged externally, but much old equipment has been replaced and modernised. New specialist radios have been installed and satellite communications terminals fitted.

Launched at Harland and

Wolff's Belfast yard in 1963, the Fearless is purpose-built to provide control facilities for military commanders during amphibious assault operations, to carry troops, equipment, vehicles and stores, to effect landings by sea and air, and to assist in the unloading of other ships in an amphibious force.

Landing craft

She has a specialised assault operations room in addition to the ship's ops. room, and has three decks for vehicle stowage — one specially designed for battle tanks.

The Fourth Assault Squadron of the Royal Marines is borne as part of the ship's company and includes a Beach Unit able to land and recover vehicles.

The Squadron also crews the vessel's eight landing craft — four LCUs (Landing Craft Utility) which carry tanks and vehicles from the ship's dock, and four LCVs (Landing Craft Vehicle and Personnel) which are smaller and are lowered from davits on each side of the ship.

Her flight deck is 165ft by 75ft and immediately aft and below that is her dock section which can be flooded when her stern-gate is lowered.

She can accommodate all

types of helicopters which in bad weather or at night can be landed under radar control. In her assault ship role the Fearless can carry up to 700 fully-equipped troops in addition to her normal complement.

Development from small beginnings

HMS FEARLESS is the seventh ship of the Royal Navy to bear the name, the first being a 149-ton gunboat launched at Gravesend in 1794.

The little vessel carried 12 guns and a complement of 50. She met an untimely end in Cawsands Bay, Isle of Wight, where she was wrecked in 1804.

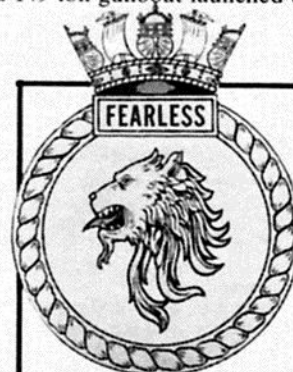
Later ships to bear the name included a gun brig of 1804-12, a steam paddle tender of 1831-75, a torpedo cruiser of 1886-1905 and a light cruiser (1912-21) which won Battle Honours at Heligoland Bight in 1914 and at Jutland in 1916.

Force H

The present ship's immediate predecessor was an F-class destroyer launched in 1934. She added four Battle Honours to the list — Norway (1940), Mediterranean, Malta Convoys and Atlantic (all 1941).

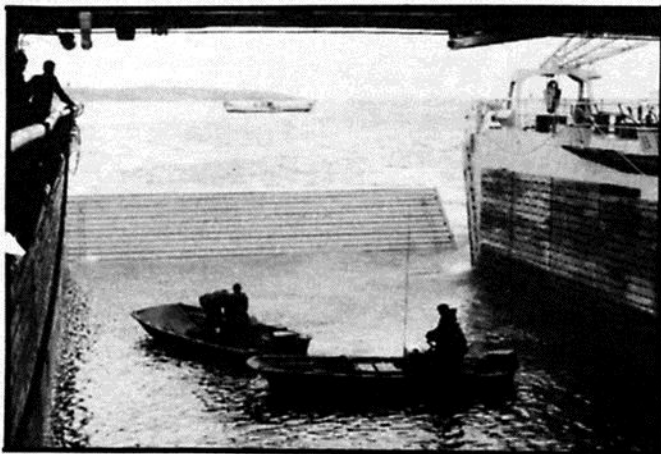
In July, 1941 she was a member of Vice-Admiral Sir James Somerville's Force H, escorting a convoy from Gibraltar to Malta. Two days out the Fearless was hit by Italian bombs and had to be abandoned.

In 1968 the present ship undertook her most famous task: as venue for the talks at Gibraltar between Prime Minister Wilson and the Rhodesian premier Mr Ian Smith. It was the second round of negotiations called in an attempt to avert the unilateral declaration of independence.



FACTS AND FIGURES

Displacement: 12,120 tons full load, 16,950 tons with dock flooded. Length: 520ft. Beam: 80ft. Draught: 20ft 5in, 32ft flooded. Aircraft: Flight deck facilities for up to five Wessex helicopters. Armament: Seacat surface-to-air missiles in four quadruple launchers, two 40mm Bofors guns. Propulsion: Two EE turbines producing 22,000 shp and driving two shafts. Speed: 21 knots. Range: 5,000 miles at 20 knots. Complement: 580 (including a Royal Marines assault squadron).



View from HMS Fearless's dock as her stern-gate is lowered.

PHOTO POSTCARDS

POSTCARDS in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 12p each (minimum order 60p) inc. postage and packing (£1.20 per dozen) on receipt of stamps, postal orders or cheques. A standing order for the supply of each card on publication of 12 issues can be arranged on receipt of postal order or cheque for £3.

Only postcards of ships listed here are available.

Abdiel (1968), Abdiel (1980), Acheron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alacrity, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda (mod), Andromeda (pre-mod), Anglesey, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut (pre-mod), Argonaut (mod), Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Auriga, Aurora, Avenger, Bacchante, Barrosa, Battleaxe, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Birmingham, Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Blue Rover, Brave Borderer, Brecon, Brighton (mod), Brighton (pre-mod), Brilliant, Bristol, Britannia (pre-mod), Britannia (mod), Broadsword (Destroyer), Broadsword (Type 22 frigate), Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Bulwark (1979), Cachalot, Cambrian, Camperdown, Caprice, Cardiff, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevrin, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Coventry, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1984), Devonshire (1974), Diamond, Diana, Dido (pre-mod), Dido (mod), Diomedes, Dreadnought, Duchess, Dundas, Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Endurance (1969), Endurance (1977), Engadine, Eskimo, Eurymachus, Excalibur, Exeter, Explorer, Exmouth, Falmouth, Fawn, Fearless

(1967), Fearless (1982), Fife (pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Fort Austin, Fort Grange, Fort, Galatea, Gambia, Girdleness, Glamorgan, (1967), Glamorgan (1981), Glasgow (1956), Glasgow (1980), Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermes (1981), Hermione, Hong Kong Squadron Patrol Craft (Wolverton), Beauchamp, Wasperton, Yarmton, Monkton on one postcard), Hubberton, Hydra, Intrepid (pre-mod), Intrepid (1979), Invincible, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkistown.

Layburn, Leander (pre-mod), Leander (mod), Ledbury, Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lion, Lindisfarne, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London (1964), London (1980), Londonderry, Londonderry (mod), Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maxton, Mermaid, Minerva, Minerva (mod), Mohawk, Mounts Bay, Murray, Naiad, Newcastle (1956), Newcastle (1979), Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Oliver, Onslaught, Onyx, Opossum, Opportunity, Oracle, Orkney, Orpheus, Osiris, Otter, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise (1959), Porpoise (1979), Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyol, Roebuck, Rorqual, Rothesay (1970), Rothesay (1981), Russell.

St David, Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Soberton, Sovereign, Spartan, Speedy, Splendid, Striker, Stromness, Stubbington, Superb, Swifsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolston, Yarmouth, Zest, Zulu.



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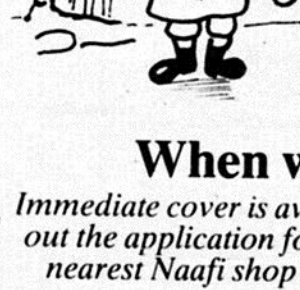
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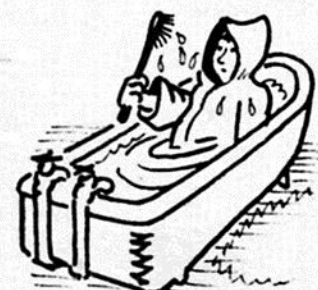
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the ideal way to weather the storms

Dogs are so well trained these days!

MY GOOD FRIEND, Commodore Higgins, of HMS Drake, has referred me to Page 6 of the November edition.

While not holding a "doggycard" as such, "Pet Lover" could have taken doggy to, and from Chesterfield for £9.08 return on the strength of his own Railcard had he not been using his rail warrant.

However, since the Government were paying the fare of Pet Lover and his wife at the full normal price (using the warrant) there had to be equal status for the pet dog, i.e. the full rate of £15.

It is not without significance that we are now introducing the 125 high-speed trains on this route. Therefore, it is highly probable that the next time Pet Lover and his dog travel, the dog will travel in greater comfort by having a carpeted floor to lie or sit on for the cheaper price by means of Pet Lover's Railcard.

With the good wishes of myself and all B.R. staff at Plymouth to our many naval friends in HMS Drake and all other Devonport ships. — Ken Hall, Area Manager, British Rail, Plymouth.

Malta Mary

missed

IN THE August 1979 issue of Navy News a reader wrote of the death of Carrie Napier who was known to thousands of matelots in Senglia, Malta. With her sister, Mary, at the piano, she helped us to enjoy many an evening at the "Fellowship"

(older salts knowing it as "Jimmy Bungs").

On my return to Malta this year I was sorrowed to learn that Mary also has now died.

For all old lads who remember the ships' crests and rogues' gallery in the bar, let us hope the family can one day reopen this link with the past. — Norman Emery (ex-Royal Navy), Boughton, nr. Faversham, Kent.

Sons of the

deep

AN ITEM in December's Navy News must have produced a smile on the face of the man who was chief diver at HMS Caledonia in the early 1960s. He and his wife produced six children — all boys! Obviously a departure from the tradition that "divers produce daughters." — J. D. Hoodless, ex-CPOWTR, Dunfermline, Fife.

Happy

Valley

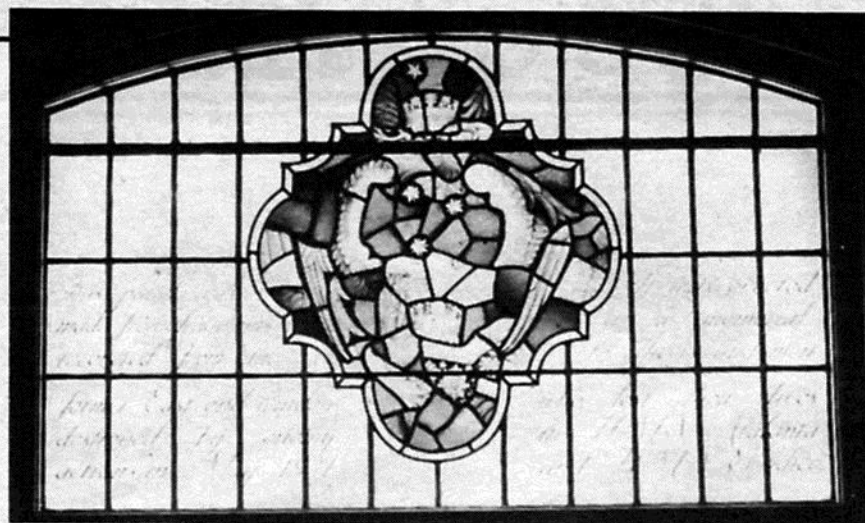
AFTER MY letter (October issue) under the heading "Peaceful Cemetery," I received a letter from a man whose father serving in the Royal Navy died in Hong Kong and was buried at Happy Valley. He was relieved to know that the cemetery had not been destroyed during the Japanese occupation. — Willfred P. Daniels, Storrington, West Sussex.

WINDOW SEARCH

ONE OF the most impressive features of the Dockyard Church at Pembroke Park was a stained glass window erected to the memory of the officers and men of HMS Atalanta, a frigate launched as HMS Juno at Pembroke Dockyard in 1844 and which was lost with all hands in the Atlantic in 1880.

When Pembroke Dockyard closed in 1926 the window was removed to another naval dockyard, probably Portsmouth. I am very interested in establishing its whereabouts or fate.

In St. Ann's Church, Portsmouth Dockyard, is a window made from fragments of a stained-glass window, destroyed in May 1941. It had been erected as a memorial to HMS Atalanta and HMS Euridice (which had also



been lost in similar circumstances). Was this memorial that which had originated at Pembroke?

Enclosed is a picture of the present

window in St. Ann's Church. I would be grateful for any information. — Lawrence Phillips, Fleet PRO, Commander-in-Chief Fleet, Northwood, Middlesex.

END THIS DISUNITY NONSENSE

I HAVE READ with growing concern, and not a little sorrow, the latest correspondence regarding the apparently growing rift between the Royal Marines Association and the Green Beret Association.

It is not for me as an ex-Dabtoe to pass comments on the views expressed in last month's issue, other than to say that they bear a regrettable similarity to those voiced by some members of the naval association to which I belong, when referring to other naval associations and clubs.

It really does make a nonsense of the ideals and beliefs of comradeship which we who served in the Senior Service purport to uphold. I shudder to think what serving members of today's Navy must think.

boredom and danger. Yet after a time, without knowing it, we became a community.

Without orders, and certainly without conscious virtue, we found that we had stopped working against each other or for ourselves and had begun to share whatever came of misery or of pleasure. I liked this and hoped that when the war was over we could carry some such feeling from Service into civilian life.

To that I will add, a very big Amen! Surely we must have more to unite us, rather than divide us? I like to think so. — A. C. Green (Ex-ping bosun), Sonning, Berks.

Community

I commend to all concerned, the following words of wisdom written by an ex-naval man J. P. W. Mallalieu, in the preface of his book "Very Ordinary Seaman":

Yet out of it all one memory, or perhaps one feeling, still persists. I served with men who, like myself, would rather have been elsewhere, whose main thought in the meantime, was to look after themselves. We were pitched together in dirt, cold,

Matelot of the Month?

WE THINK it is about time your Page 3 had a regular feature on hunky males for female readers. It seems obvious that your paper has a male bias. We girls like to sigh over a muscular torso, you know! So how about a "Matelot of the Month?" — The Society for the Appreciation of a Good Torso, London.

Farewell to ship's mascot

FORMER members of the ship's company of HMS Laleston will be sorry to hear of the death of Tessa, who some years ago was the ship's Alsatian mascot.

Our son, POMEM J. B. Jackson, arranged for her to stay with us from time to time, and from 1972 we were lucky enough to have her permanently. She became a great house guard and a really loveable pal.

Now we have a bedspread with the head and shoulders of an Alsatian, and also a painting of her done on black velvet. She had a good life with us and was tremendously loved. — Jim and Doris Jackson, Portland, Dorset.

In the name of equality

IN THIS world of so-called sex equality female employees in civilian life are referred to as Mrs. Brown or Miss Jones, and their male counterparts on the same footing. Or in some cases, all employees, male and female, are called by their Christian names.

Why in the Navy should WRNS ratings have such honorary titles as Jane, Sue etc, and matelots get only Smith, Brown or occasionally AB Wilson?

Wrens claim they are equal. If this is the case, either matelots should obtain first-name status, or Wrens should be referred to by their surnames. Surely they should be treated the same way as us? — LWTR, Plymouth.

Fusiliers

friendship

THE NEWS item about HMS Euryalus and the mention of her predecessor, the Dido-class cruiser of the Second World War, made me recall the friendship between the cruiser and the 1st Battalion The Lancashire Fusiliers.

The friendship was cemented during the ship's visit to Aqaba in 1951, the call coinciding with the anniversary of "Gallipoli Day" when the regiment landed on the beaches from the cruiser.

So many outstanding deeds were performed that the pride and boast of the Fusiliers was born: "Six VCs before breakfast."

I wonder whether the present Euryalus has caught up with old friends? — Lionel Perry, Looe.

Don't knock

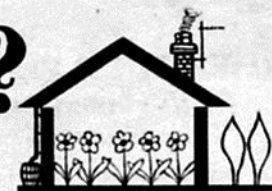
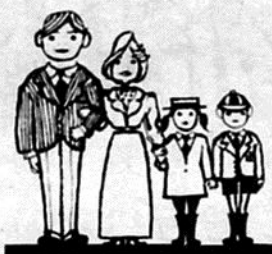
Southwick

Having heard adverse comments about Southwick Park Naval Recreation Centre, I would like to say that as a visitor to the golf club I was most impressed with the welcome and standard of service.

The clubhouse was immaculate, and the course in fair condition considering the weather which had prevailed at the time. Most courses have their problems at this time of year.

So could the "knockers" offer constructive criticism or belt up. — M. Donovan, MEA(P)1, HMS Osprey.

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JACK

HAPPY NEW YEAR
JACK—YOU MISSED IT!

by TUGG

Give non-tiffs a better chance

ONCE AGAIN the promotion signal has come and gone, and once again it has passed me by. When is some fairer method of selection from petty officer to chief petty officer for us non-tiffs and mechs going to be devised?

All my naval career I have taken PPEs, exams, and courses to get where I am and at the end of the day, to reach my accolade, I am dependent on a board of officers (no disrespect intended).

I am not superman, but an above-average sonar maintainer in submarines. My watchkeeping position gives me quite a lot of responsibility navigating on the surface and as PO of the watch dived. If I could have taken an exam, I would have taken one many years ago on completion of my POs course.

I appreciate the need for some sort of board and a PPE

LETTERS TO THE EDITOR

has done for promotions for everyone else.

But we are not told how the board works and when we ask there is a sharp intake of breath and shaking of heads. There are quite a few disappointed POs in the Submarine Service who can see no further forward. — Polycell.

An official reply says that the publication of any promotion list inevitably results in disappointment for a number of people.

The method used by the selection boards for promo-

tion to CPO is considered the fairest that can be devised. Each of the three officers on the board studies every S264C report ever written on the candidate.

It does not depend solely on the number of points a candidate has accrued — so many other factors are involved. The aim is to select the best candidates to fill the vacancies available.

Since the writer is a submariner, it is relevant that

the latest selection boards included (for the first time — since separate rosters were introduced in September) one solely for the Submarine Service manned entirely by submarine officers.

An article covering selection board procedures appears in "Drafty's Corner" in this edition of Navy News. Chapter 3 of BR 1066 contains details of how the boards work. — Editor.

Motor-cycle training

I WRITE as secretary of the Royal Navy Portsmouth Motor-cycle Club concerning the letters in your September and November issues about "Kawasaki kids" and divisional officers.

My main purpose is to remind DOs of the Navy's own motor-cycle club — the RNPMMC — which has representatives in every establishment in the Portsmouth area and a ships rep. serving in HMS London-derry — MAA Keith Clarke.

We are only too happy to arrange motor-cycle training in conjunction with the National Training Scheme at basic (bronze), intermediate (silver) or advanced (gold) levels. Successful completion of any of these is recognised with discounts from a number of insurers.

The club is now two years old and has over 200 members. The captain of HMS Excellent kindly allows us exclusive use of our own clubhouse on Whale Island and we have recently purchased a trials bike with the aid of a grant from the Sailors' Fund.

With the Commander-in-Chief Naval Home Command Admiral Sir James Eberle as our current president, and Admiral Sir Richard Clayton as life president and patron, I hope you will agree that the "men at the top" are concerned at the incidence of motor-cycle injuries and fatalities in the RN and, by encouraging a responsible attitude to motor-cycling, are doing everything short of compulsory riding instruction to reduce it.

Although, ultimately, there is very little that will dissuade the 17-year-old novice rider who has just bought his first bike from strapping his grip on the carrier and heading north on Friday afternoon, advice and training is at hand and rather than adopt the same approach he has heard from his parents, I would ask DOs to contact their RNPMMC rep. — N. C. Hayles, Lieut., Secretary, RNPMMC.

Mystery solved

IN THE September issue of Navy News there was a reader's query on the "mystery" ship "Astovas," commemorated by a crest in the dry-dock at

Simonstown. An authoritative answer has now come to hand. — G. W. Haddon (ex-HMS Afrikaner 2), Capetown.

With the letter was an enclosure from Simonstown Historical Society confirming that through years of touching up the paint, the crest becomes corrupted. The crest was indeed that of the Royal Mail steamer Asturias, which was converted to an armed merchant cruiser early in the Second World War. — Editor.

Wind

force

REGARDING the letter "Gone with the wind" (November), I can vouch that such a patrol did operate in the barracks in HMS Drake, and later than 1946. — R. Whitehead (ex-stoker Black Swan), Bolton, Lancs.

Other readers who wrote included Mr. R. R. Williams, of Windsor, Berks.; Mr. Sydney C. Smyth (ex-Supply PO), of Plymouth; Mr. A. Winn, of Bradford; and "Laughing split-jeans mechanics," of Manchester. — Editor.

Hardship of pension gap

ANYONE contemplating leaving the Navy now, and aged 50 or over, will find it difficult to get a job.

At this age it is always difficult — depending on your skills, of course — so it means that a pensioner will have to rely solely on his pension (not indexed until 55).

If unemployed he will be allowed to draw unemployment benefit, but in most cases not social security — his pension will debar him from that.

After 1982 the addition of earnings-related supplement will cease and civilians in hardship will be allowed social security allowances, but again the pensioner will be debarred because of his pension. And now when a pensioner is aged 60 he will not

qualify for unemployment benefit when in receipt of a pension.

Until a few weeks ago I thought the unemployed pensioner was in the minority but I understand this is not so. The rule may be that the pension is pegged until age 55 as it can reasonably be expected that one can be in worthwhile employment until that age, but in the present climate this is not necessarily so.

Clearly, in normal times the pension rates are fair, so perhaps the resettlement bodies could do some research in this avenue to overcome what must be, to some, severe hardship. — Lieut.-Cdr., RN (retd.).

Check those mortgage letting rules

THE PROPERTY management company Drake Accommodation Service, which is run exclusively by ex-Service personnel, has recently carried out a survey among building societies in Plymouth regarding their conditions and rules before allowing Service personnel to let their houses when on detached duty.

Each society has different rules, some of which positively prohibit lettings under any circumstances.

One of the major societies insists on a Fair Rent certificate from the local authority based on council rents which bear no relation to mortgage repayments or market values.

We feel this should be drawn to the attention of all Service personnel before they commit their savings and enter into mortgage commitments which may subsequently debar them from ever letting their homes when they are sent away from the areas in which they live. — Alan Grant, Drake Accommodation Service, Plymouth.

One-track mind

AT OUR local pub mention was made of the Prince of Wales listening to an excuse from a man returning late from leave: the budgie landing on the bell of the alarm clock (November issue).

This brought a memory from a retired CPO of a rating whose excuse for being adrift was that he caught his foot in the tramlines and hobbled along until he got right to the depot before he was able to extract his foot. — C. K. Norfolk (ex-A/PO, HO), Ipswich.


Card from

the Somme

I AM enclosing a card I sent from France in 1918, shortly before being wounded on the Somme with the Royal Naval Division. Sending the other 26 survivors of the Division seasonal good wishes; also you and your staff. — Stephen Moyle (86), Wallasey, Merseyside.

The card is beautifully embroidered in the style familiar to older readers. The staff of Navy News thank Mr. Moyle and others who sent greetings at Christmas. — Editor.

Over to You
in Page 27



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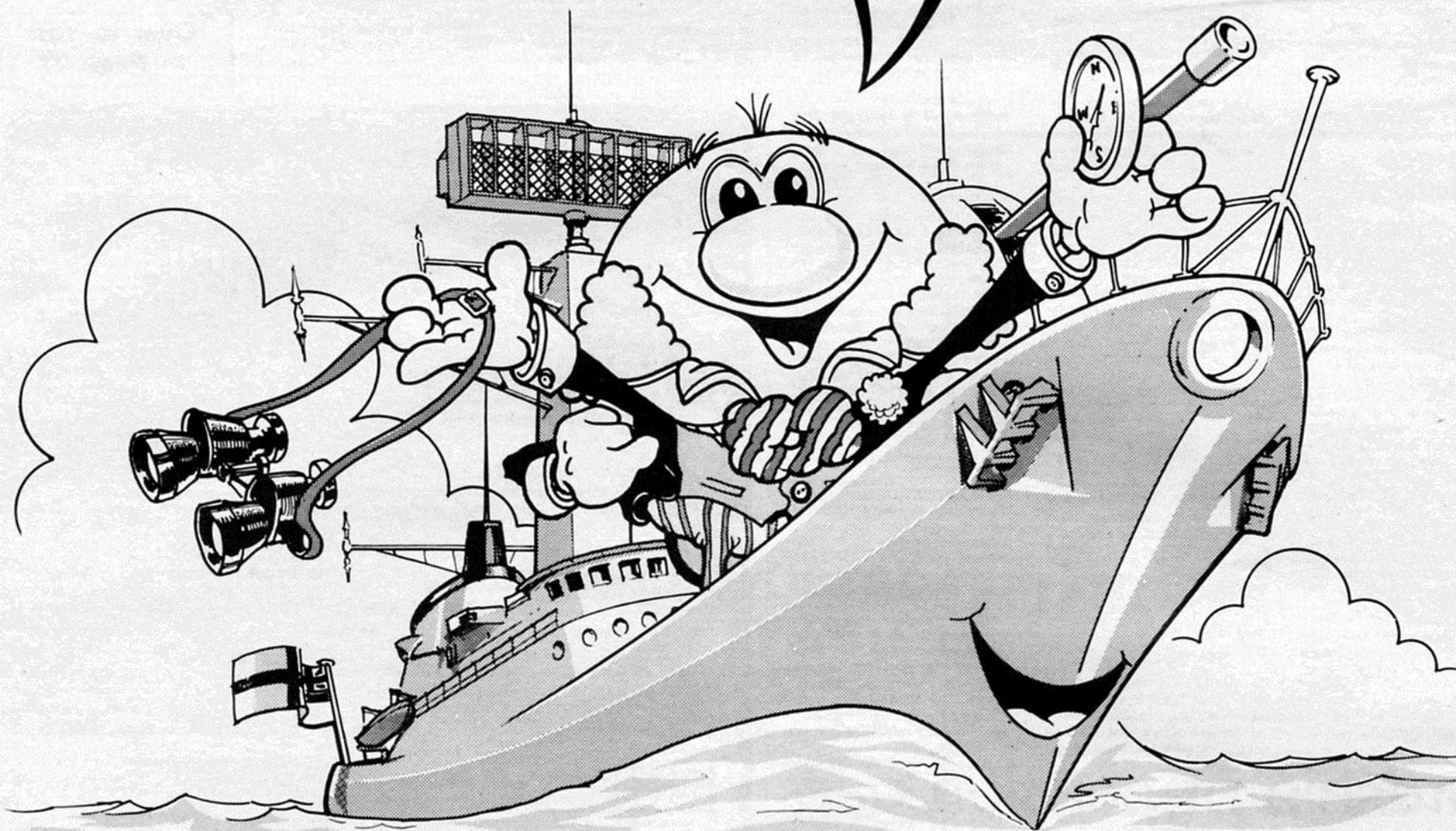
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SALVATION!

PICTURES which capture the drama of a month in which Royal Navy helicopters helped to save scores of lives: RIGHT — A Sea King of 737 Squadron, Portland, hovers over the bow of the burning freighter Melpol as the aircraft prepares to winch down a relief boarding party from RFA Engadine. BELOW — Her eyes covered by a bandage, air-crash survivor Miss Gail Duncan is led to the sick bay at RN air station Portland after she and the pilot of the light plane had been winched from the sea. Their Piper Commanche aircraft had come down in the Channel, where they were found by a Sea King of 737 Squadron. With Miss Duncan is Lieut. Ray Snook.

Pictures: HMS Osprey



● From page one

737 Squadron saved 28 crewmen from the blazing freighter Melpol in mid-Channel. In a 30-knot wind, driving rain and rough seas, the helicopters — operating at the time from RFA Engadine — winched the men with only the light of the freighter's blazing superstructure to guide them.

The survivors were flown to the car ferry Europic and landed at Le Havre. Later the Sea Kings landed a boarding party from the RFA on the Melpol to control the fire.

Injured boy

Portland's first rescue in a hectic period occurred when a 14-year-old boy received head injuries from falling rocks at the foot of the 300ft. Blacknor Point cliffs at Portland.

It was dark when a helicopter from 772 Squadron arrived on the scene, but by the light of hand torches on the beach, the crew found the boy and hovered while

LACMN Joe Harper was lowered with a stretcher.

Throughout the operation the pilot, Lieut.-Cdr. John Farmer, who could see neither the nearby cliffs nor the torches, was guided by CPOACMN Jim Gallaher. The boy was taken to Weymouth Hospital.

A week later two Sea Kings and two Wessexes from Portland searched for survivors when a Piper Commanche aircraft crashed into the sea 37 miles off the coast. In failing light, Sea King 65 of 737 Squadron found the two occupants, lifted them to safety and flew them to Portland for sick-bay treatment. Twenty-four-year-old Gail Duncan said: "We owe our lives to the Royal Navy — of that there is absolutely no doubt."

The "reverse rescue" involved a helicopter from 819 Squadron which was called out from Gannet after an ambulance plane had made three unsuccessful attempts to land at Port Ellen on the island of Islay, off Scotland's west coast.

When he found it impossible to make a conventional landing with a wind gusting to 40 knots and blinding rain, the pilot, Lieut. Simon Thomas, flew 1½ miles

157 saved

IN 288 scrambles between January 1 and November 30, 1981, Royal Navy helicopters rescued 157 people, carried out eleven "medevacs" and recovered ten bodies.

Totals for the three Services were 1,074 scrambles, 733 live rescues and 52 bodies recovered.

out to sea before going into reverse.

As Lieut. Thomas monitored the controls in the cockpit, winchman CPO Tony Johnson guided the helicopter slowly backwards to the shore while co-pilot Lieut. John Elwell kept a check on the height.

Twenty minutes later the aircraft touched down safely and took a 78-year-old man to hospital. Observer was Lieut. Alan Brooks.

Later, 819 Squadron was involved in the 50th incident of its kind in 1981 when two scrambled Sea Kings each airlifted eight crew members from the crippled oil tanker Maersk Angus, in trouble off St Kilda.

The Squadron stood by overnight to make sure the tanker did not run aground before it was towed to safety in the Clyde.

As Navy news was preparing to go to press came the tragedy of the Penlee lifeboat and the Union Star coaster, when 16 people died off Cornwall.

A Sea King from 820 Squadron, Culdrose, went to the aid of the stricken coaster but in winds of 35 knots, gusting to 57, persistent efforts to throw a line to her failed.

Divers

The helicopter returned to base but the crew later answered a distress call from the Penlee lifeboat, which had gone to the aid of the ship. A search for the lifeboat was unsuccessful but was continued next day by a Sea King from 820 and a Wessex from 771 Squadron, the Wessex picking up

three bodies and the Sea King one.

To ensure no member of the crew of the Union Star was still trapped in the capsized ship, a Plymouth Command Clearance Diving Team first knocked on the hull then exploded a hole in the side in the vain hope of releasing anyone inside.

From the South Western approaches as she returned to the UK, HMS Glamorgan signalled that she had heard with great sadness of the tragic loss of the lifeboat and her brave crew and that the ship's company were donating £1,024 to ease the grief of families.

Mystery

● Earlier incidents involving Culdrose search and rescue crews included the mysterious disappearance of the Belgian trawler Tornado, which kept rescue services busy for two days.

Culdrose SAR crews also: AIRLIFTED an injured seaman from a Dutch trawler; ATTEMPTED to rescue a French yachtsman, aided by HMS Andromeda; HELPED the mine disposal team deal with a mine at the base of an inaccessible cliff; RESCUED a woman in a cliff fall; and SAVED three crewmen of the St Agnes inshore lifeboat in trouble with engine failure.

Helo men praised by RNLI

THE ROYAL National Lifeboat Institution has awarded its silver medal for bravery to the coxswain of Sennen Cove lifeboat and commended the pilot and crew of a Sea King helicopter from the RN air station Culdrose for the major part they played in a combined rescue operation.

The lifeboat/helicopter rescue, carried out in darkness in Force 8 to 9 winds saved the lives of seven men from the Icelandic coaster Tungufoss when she sank off Land's End in September.

CO-ORDINATION

The helicopter, piloted by Lieut. Nick Houghton, winched to safety four of the ship's crew then used its lights to illuminate the area around the sinking ship to allow the lifeboat to steer in close and pluck two of the crew from the sea. The helicopter then lifted the captain clear as the sea started to engulf him.

Commenting on the high degree of co-ordination between the lifeboat and the helicopter a spokesman for the RNLI said: "Neither could have achieved such a successful rescue in these severe conditions and in the limited time available had the skill of one unit not been complemented by that of the other."

The pilot of the helicopter was supported in the rescue by Lieut. Philip Sheldon, Lieut.-Cdr Ray Winchcombe and POACMN "Jumper" Collins.



AS THE TALLY of lives saved by the Navy's helicopter rescue teams was growing almost daily in the fierce December weather, Cdr. the Prince of Wales visited HMS Osprey on the eleventh of the month to present observer's wings to three students on the maritime helicopter course.

While there he met many of the aircrew involved in the Melpol operation three days before, and in the rescue following the Piper Commanche air crash on December 3. He is pictured here with aircrew and engineer officers of 737 Squadron.

The Prince presented the wings as a result of a personal request by the squadron commanding officer, Lieut.-Cdr. Andrew Gough, who relieved him in command of HMS Bronington five years ago.

THE BAHAMAS

HOW A NATION IS BEING HELPED TO RULE

The making



HMBS Marlin entering Nassau, where a base, HMBS Coral Harbour has been set up for the Defence Force.

UNUSUAL TASKS often face the Senior Service, but one more rare than most is that of building up a new navy "right from square one."

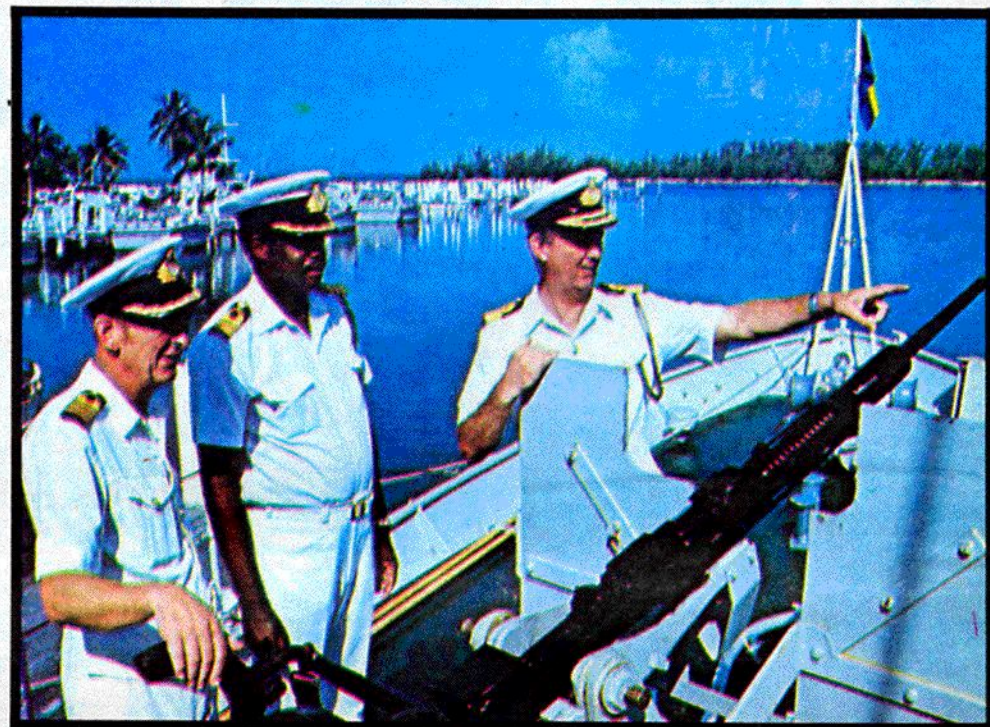
A party of RN personnel is doing just that in the Bahamas, taking with them extensive experience and a wide range of administrative and practical skills.

The fleet is modest in size. However, in an area generally thought of as a holiday paradise it would be very wrong to imagine that the force was somewhat Ruritanian, as a

kind of guard of honour for sun-drenched bikini girls.

Sunshine there is in plenty, but the Bahamas happens to be an archipelago of more than 700 islands covering an area of 100,000 square miles. From the days of piracy until now, those beautiful waters have been a magnet for a multitude of nefarious activities.

Before the Bahamas gained full independence from the United Kingdom on July 10, 1973 the internal security of the country was handled by the Bahamas Police Force, and the external security largely by the Royal Navy.



As Commander of the RBDF, Commodore Bill Swinley (right) is seen with (left) Capt. Derek Matthews, Captain of the Base; and Senior Commander Leon Smith.

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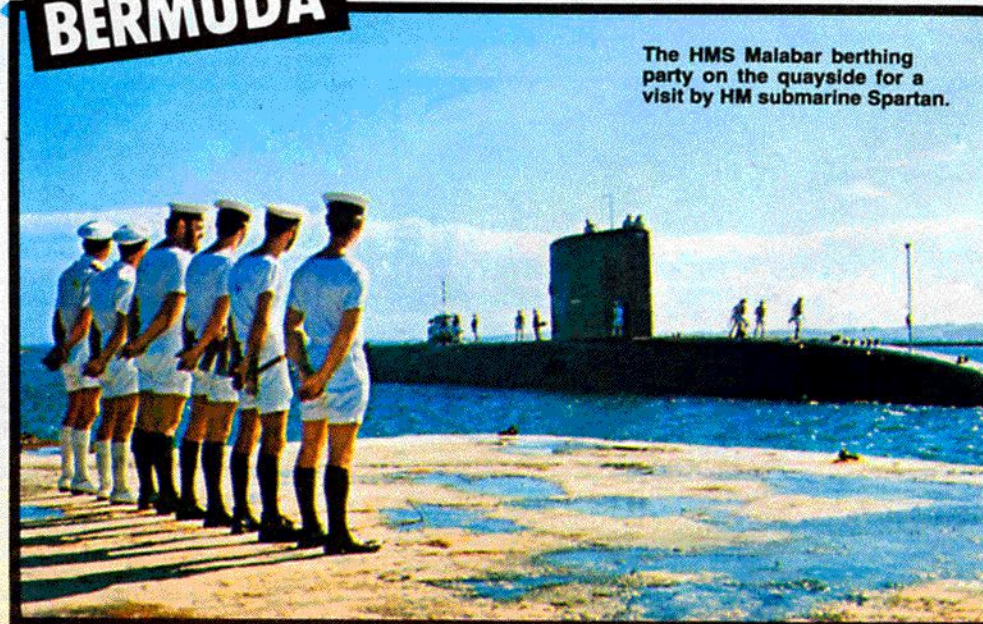
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Welcome job for lucky 13

BERMUDA



The HMS Malabar berthing party on the quayside for a visit by HM submarine Spartan.

THE ROYAL NAVY began its influence on Bermuda before the dawn of the nineteenth century, and strong ties grew in peace and war.

Now only 13 RN personnel — many would call it a lucky number — remain to keep the flag flying; they are always ready to welcome any RN ships, including submarines.

Part of the role of HMS Malabar's men is to provide a Fleet amenity centre for seagoing colleagues who are either on the way from the UK or en route home. For sporty and keep-fit types, they can offer rugby, soccer and cricket pitches, tennis and squash courts, sailing boats, a 17ft. Dory, water skis and a wind surfer.

These are serviced by the small ship's company, who also

ITS OWN WATERS...

of a navy

Many Navy News readers will remember those balmy banyans on deserted cays during a day's break from "The Bahamas patrol," the purpose of that patrol being primarily to deny the use of these widespread, deserted islands and rich fishing grounds to foreign poachers, smugglers, illegal immigrants and arms dealers.

Fully operational

In 1971 the Bahamas Government purchased four patrol craft from England. These vessels, manned by police officers, formed the nucleus of a maritime defence for several years.

It was decided that this force should be expanded to form the present Royal Bahamas Defence Force, and thus in 1976 Commander (later acting Captain) C. W. C. Swinley, RN, arrived in Nassau to be the first Commodore of the RBDF.

Now the Defence Force has grown into a fully operational service, adapting the facilities of a defunct hotel and marina into a base (HMBS Coral Harbour) from which are controlled nine patrol craft (increasing in number every year), a developing Air Wing, and a complement of more than 40 officers and 350 ratings.

The ratings are called marines, and the rapidly expanding force is capable of operating on land as well as sea.

To give an idea of the size of the job to be tackled, when Commodore Swinley in 1978 flew over the Great Bahama Bank he counted more than 150 foreign fishing boats poaching in Bahamian waters.

This threat has now been largely eliminated by the Defence Force, who in the past two years have arrested and brought back to base 100 vessels to be charged with illegal fishing.

This maritime guard is not without its dangers. In May, 1980 HMBS Flamingo, one of two 103ft. patrol craft, was sunk in Bahamian waters by rocket fire from Cuban Mig fighter aircraft while arresting two illegal Cuban fishing boats. Four Bahamian marines lost their lives.

Great respect

The Bahamas has a great respect for the Royal Navy, hence the requirement for the Defence Force to be patterned along similar lines. All officer cadets are sent to Britannia Royal Naval College, Dartmouth, for the international midshipman's course.

The message from the Bahamas to the Royal Navy is this:

Whenever your ships visit these friendly shores, you can be sure of a warm welcome from all members of the RBDF, trusting that in no time you will agree with the national slogan, 'It's Better in the Bahamas.'

Britain's personnel loan . . .

AS COMMODORE RBDF, Capt. Bill Swinley, RN, has been responsible for the overall running of the Force, advising the Government on defence matters, and implementing Government defence policy. The office in the Ministry of Defence building at Nassau is manned by Bahamian civil servants.

(A new appointment in command of the Force was taken up in December by Capt. C. P. R. Belton).

Capt. Derek Matthews, RBDF, retired from the RN to contract in 1979. He is Commander of the base at Coral Harbour and also the Base Engineer Officer.

Lieut.-Cdr. John Dinning, RN (commander

RBDF), the base executive officer who also acts as operations officer and seamanship / navigation training officer.

Lieut.-Cdr. Frank Smith, RN (commander RBDF) running the Supply and Secretariat Division.

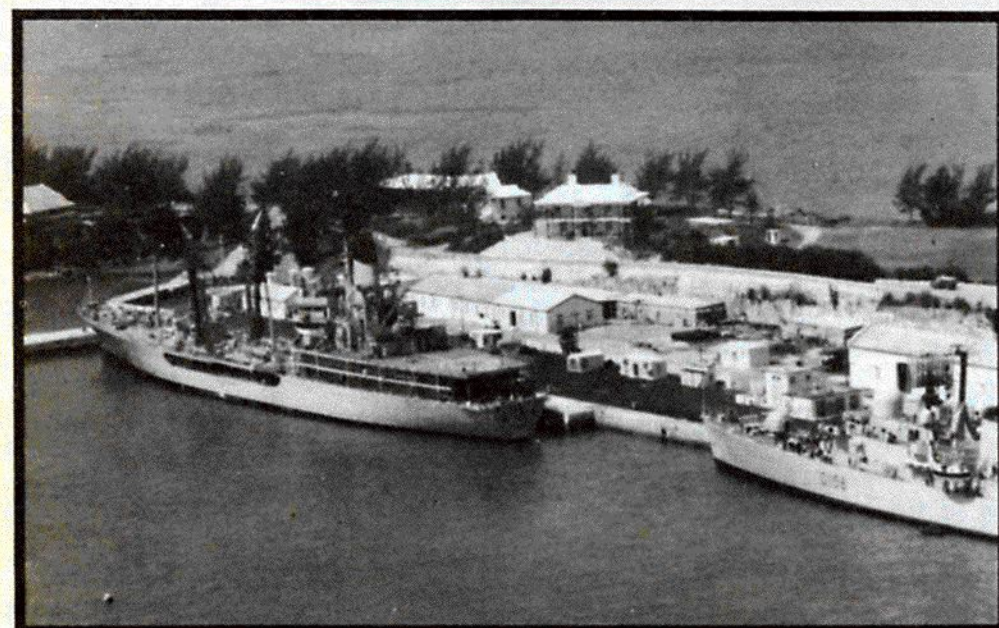
Lieut.-Cdr. David Henderson, RN, the Air Wing commander, whose duties are to organise the development of this side of the Force. The first aircraft (a Rockwell Aero Commander) is due shortly.

Lieut.-Cdr. Peter Nightingale, RN, responsible for the writing, planning and running of training courses.

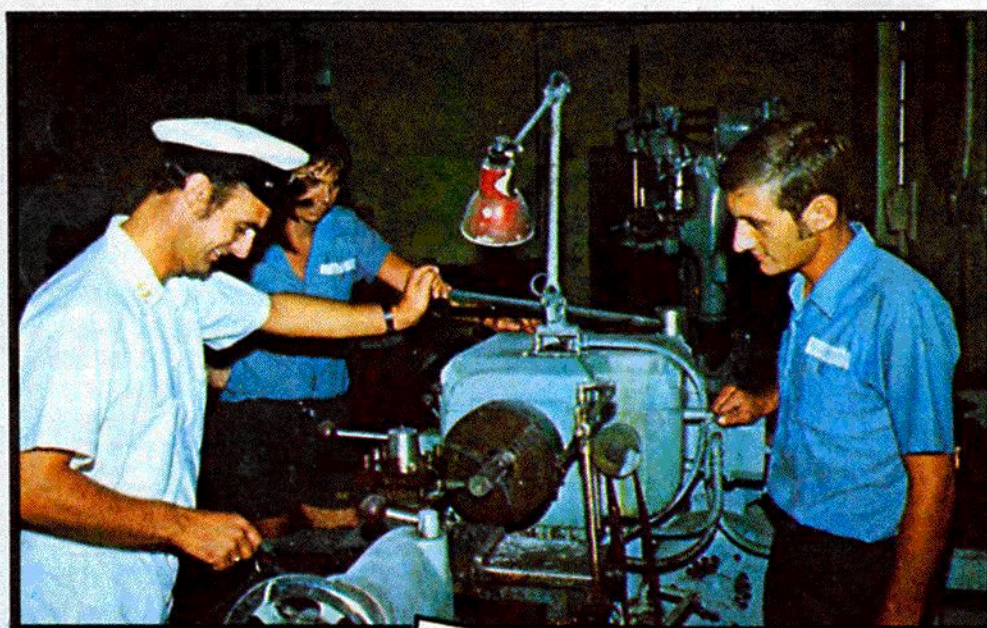
Lieut.-Cdr. D. F. W. Sarson, RN, sea training officer.

At speed in the search for illegal immigrants, fish poachers and smugglers is HM Bahamian ship Marlin, part of the Defence Force covering the 100,000 square miles and 700 islands of the group.

Pictures: Filip Schulke, Miami.



LEFT: Aerial view of the dockyard, with RFA Gold Rover and HMS Cardiff alongside. Moresby House is in the centre background. RIGHT: Lathe instruction in the engineering workshop — CMEMN(P) Roger Tapply, with AB Pony Moore. In the background is NA Tab Hunter.



Pictures: Sgt. Brian Walford, Canadian Forces Station, Bermuda.

"pull together" in handling vessels as they arrive and depart. (There are no dockyard mateys, although there is a DOE superintendent and staff).

For less active visitors there is a club known as "The Trap" which offers snooker and billiards, and games and TV rooms. Before its closure the canteen was run by Naafi — now it has been opened up again and is run by ratings.

On offer, too, is a postal service, daily fresh food, fuel, and transport so that visitors

can see some of the Bermudan delights. On the jetty a senior rating's wife runs a souvenir shop for last-minute presents.

At the northern end of the old RN dockyard is the Bermuda Maritime Museum and some naval personnel have been lending museum staff a hand in archaeological excavations in the old moat near the museum entrance. Among finds were two large buoys, about 125-years-old.

The Malabar sailors and their families also play their part in

local community work. There is an annual charity ball to raise money for Bermuda's less fortunate people. In 1980 there was appropriate help during the International Year of the Child.

Last year the cause benefiting was the International Year of Disabled Persons, and a target of about £500 was reached and a cheque presented.

A small naval base was first established in Bermuda in 1795 and many men and ships have served there. At one time there was an RN air station there.

On the closure of the dockyard in 1951 the name Malabar lapsed for several years, but HMS Malabar (the seventh) was commissioned and established in Moresby House in 1965.

The last Commander-in-Chief West Indies had hauled down his flag in 1956 and about 20 years later the post of Senior Naval Officer West Indies ceased. Cdr. T. H. Green is the present commanding officer of HMS Malabar, which now uses land leased from the Bermuda Government.

Full complement

THE NAVY'S "lucky 13" in Bermuda are: Cdr. T. H. Green (commanding officer), Lieut. E. R. Harris (first lieutenant), CPOWTR T. Tuck, CMEMN(P) R. Tapply, POA B. James, POCK D. Cooper, POMEM(M) D. Schofield, LSTD P. R. Marsh, LRO(T) L. Botten, LRO(G) I. Macfarlan, AB(R) D. Moore, NA1 C. Hunter, and MEM(L) P. Selby. But longer serving there than any of them is Leading Seadog Paddy!

SWEDEN VISIT AS SUPER-TUG CLOCKS 100,000

Wakeful goes 'home'

HMS WAKEFUL, the Royal Navy's largest ocean-going tug, celebrated her first 100,000 miles in British service with a visit to her former home of Gothenburg, Sweden.

It was her third visit to the city since her commissioning in 1974.

Visits were made to the Volvo factory and sightseeing tours of the city were organised. Hospitality from British and Swedish families was overwhelming, and in turn the ship's company held a party for 15 mentally-handicapped children.

The tug, now in refit until March, was built at Selby, Yorkshire in 1965 as the largest commercially-owned ice-breaking tug. Named the Dan, she worked as an oil rig support ship in Swedish service until the Royal Navy took her over.



Picture: Mike Lennon

SEQUEL TO CRETE GRAVES FIND

THERE is a happy sequel to the report in October's Navy News telling how a war widow discovered her husband's grave after 40 years. Relatives of the two Marines buried with him have now been traced.

The widow's search for her husband's grave began when she met one of his wartime comrades. He remembered how

her husband and his two companions, killed in action, were buried hastily in unmarked graves, beneath three eucalyptus trees in a village churchyard in Malaxa, Crete.

A visit to the Malaxa churchyard revealed only an impression of three graves beneath the trees so a picture of the site was sent to the War Graves Commission. The Commission informed the widow

that the bodies of the three Marines had been exhumed and re-buried in the Commonwealth Cemetery at Chania, in Crete. The Commission, unable to identify the occupants of the graves, erected headstones inscribed "A soldier of the 1939-45, 20 May 1941. Known Unto God."

New headstones identifying Marines G. D. Carey, G. D. Brammer and S. D. Mills have since been erected.

Onslaught soaks up winter sunshine

AFTER a four-week exercise in the central Mediterranean, HMS Onslaught returned to Gosport on December 3.

On the outward journey the submarines refuelled at Gibraltar then headed on to Naples for a five-day visit.

After a cocktail party on arrival the liaison between the Royal Navy and the US Navy was strengthened by rugby and soccer matches, parties, and visits to the USN Exchange at AFSOUTH. Some members of the ship's company visited Rome.

At the end of the exercise the submarine made a return visit to Gibraltar before spending five days in Lisbon, where the British community and the IBERLANT staff entertained the submariners in style.

Sunshine and temperatures rarely witnessed in late November provided ideal weather for visits to the statue of Christ the Rei, Cabo Rocha and the holiday resort of Estoril.

Alfa becomes bone idle

AFTER three years on the front line, Alfa, a Ministry of Defence Alsatian, has relinquished command as guard dog of the RN air station Culdrose.

To mark his retirement, Alfa, who is eight-and-a-half years old, was awarded a "long service and good conduct bone," a rope lead and his own personalised 4lb. dog bowl by his friends in the Ministry of Defence Police.

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The EAGLE paperweight and EAGLE Pen Set (State which). A beautiful hardwood base made from wood taken from the ship and incorporating the ship's crest surmounted by an Eagle cast in solid EAGLE brass. Either item £9.50 (P&P 75p).

ARK ROYAL crib board in solid hardwood — mounted ARK ROYAL brass. Limited number at £14.50 (P&P £1.50 — they are heavy!).

REDUCED

Remarkable in these days but the remaining stock of 12" x 6" ship profiles incorporating a two dimensional model of the ship and a cap ribbon are now available at £1.25 (P&P 50p). for H.M. SHIPS ARK ROYAL, MOHAWK, PLYMOUTH, ANTRIM, AVENGER AND JUPITER. Full set £6 (P&P £1.50). Full set bar ARK ROYAL £5 (P&P £1.50).

PRINTS

ROBERT TAYLOR'S Prints of ARK ROYAL £3.95, Last Phantom £2.99, H.M.S. KELLY £3.95. All prints are in full colour and are roughly 24 inches by 18 inches. Last Phantom is smaller. Post and packing 75p for up to three prints.

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NOW EVEN BETTER VALUE

A PAGE FOR

FAMILIES

Now, the SSAFA news . . .

BBC man Richard Baker put on his uniform as a lieutenant-commander in the RNR and joined up with SSAFA to pick the winners of their three-car draw.

Nearly a quarter of a million tickets had been distributed at home and overseas for this big annual competition. Besides the three cars (for which, alas, there were no Navy successes), the contest offered 50 other awards.

After the draw Lieut.-Cdr. Baker said, "Because of my Service connection I have known SSAFA for a long time. They do a marvellous job in helping the families of all serving men and women, but perhaps more importantly, the families of all those non-commissioned men and women who have ever served in the Armed Forces and Reserves."

"Nearly 44,000 cases, mostly involving ex-Servicemen and many concerned with debts, were dealt with last year, an increase of 11 per cent. over the year before. This number will increase with rising social problems and social service cutbacks, and a tremendous load will fall on the 6,000 volunteer representatives who will cope with it."

"Money is badly needed to support them and so I am delighted that this lottery has been so successful — it has produced a profit of more than £36,000."

Rolling the barrel before the winning tickets were drawn in SSAFA's national lottery are, from the left: Cpl E. J. Hutchinson (RAF), W/CPL F. Yarnell (Army), Lieut.-Cdr. Richard Baker, RNR; and MEM N. Dudgeon, from the Royal Navy.



Mortgage dilemma

ANYONE buying a house on mortgage is entering a complex world of legalities and conflicting advice. In each case the advice may be truthful, but is it all of the truth?



Jeffery at helm

UNDER watchful eyes, Jeffery Wilders takes the helm of HM submarine Renown when families of the Port Crew and members of HMS Neptune base support staff enjoyed sea days in the Polaris submarine.

FCPO Coxn Jim Greensmith keeps watch on the progress of Jeffery, who is the son of CPO Phil Wilders.

On each of the days the submarine was at sea for about seven hours, about four of them dived. During the surfaced passage down the Clyde, many visitors braved inclement weather to visit the bridge, while others toured the submarine.

Many had the chance to look through the periscope, and families were also encouraged to take a turn on the foreplanes to help control the sub when dived.

Visitors included representatives of Leicester Senior Service Association and Councillor Arthur Padmore, High Bailiff of Leicester.

This could well apply to the dilemma facing would-be purchasers, "Should I have a low-cost endowment policy or a repayment mortgage" — a question which is probably meaningless to a first-time buyer, but could mean a good deal to him in financial terms later on.

According to advice which an operator in the insurance and mortgage world has asked Navy News to pass on to readers, they should ask the building society for a breakdown of the net monthly costs for EACH YEAR (not the "average") on both types of mortgage, so that a decision may be taken before entering into a legal contract of mortgage.

Worth while

It is also pointed out that anyone who has a low-cost endowment mortgage can ask his building society to change to "repayment" if he finds on investigation that it is worth his while to do so.

● Navy News wishes to emphasise that this item is not based on any official statement, and the only intention is that readers should be alerted to the need for detailed inquiries before taking a mortgage.

Thanks for sympathy

MRS. B. Bruce would like to express her sincere thanks to everyone who sent floral tributes and messages of condolence following the death of her husband, Lieut.-Cdr. A. D. Bruce, of HMS Neptune.

Cottage welcome

A WARM welcome awaits naval personnel and their families at a Royal Sailors' Rest thatched cottage at Ilchester in Somerset.

"The Cottage" is now open as a home-from-home in a beautiful 300-year-old property with olde-world charm, not far from HMS Heron at Yeovilton.

There is a fully-equipped kitchen for making hot drinks and cooking snacks in a microwave oven.

Dave and Liz Cooling have recently moved in and offer a welcome between 1730-2230 on weekdays, and from 1430 on Saturdays and Sundays. A wives' club is held on Thursday mornings, and craft classes on Monday afternoons. Creche facilities are available.

Telephone number is Ilchester 840854.

What a lot (OF LITTLE LOTS) they've got!

MARRIED QUARTERS furniture no longer needed is to be sold by auction in small lots in Portsmouth.

In the past, surplus furniture has been disposed of in large lots, with the result that dealers have tended to monopolise the sales.

Now it has been agreed to give smaller buyers a chance. About 500-600 lots are expected to go on sale at the RN Central Furniture Depot, Hilsea Lines, Portsmouth, on February 10. (Viewing will be on February 8 and 9.)

SERVICEABLE

The kind of lots likely to be available are: sideboard (buffet), table and six dining chairs; bed and mattress, bedside table, and dressing chest; set of easy chairs. There will be individual

items, and kitchen furniture will be available too.

The furniture is used but reported to be in good serviceable condition. Purchasers will have to make their own arrangements for moving it.

If the new selling arrangement proves successful, it is hoped to arrange more similar sales.

Admittance to the store for viewing and for the sale will be by catalogue, price 60p (including postage), available from Austin and Wyatt, 79 High Street, Fareham, Hants. (Tel. Fareham 234211/4). The catalogue contains directions on how to get to the store.



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GET WISE ON **DCI's**

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Gun ratings aim for new target

GUNNERY decline in the Royal Navy has been hastened by the ship withdrawal and rundown programme, resulting in training changes for the sailors involved.

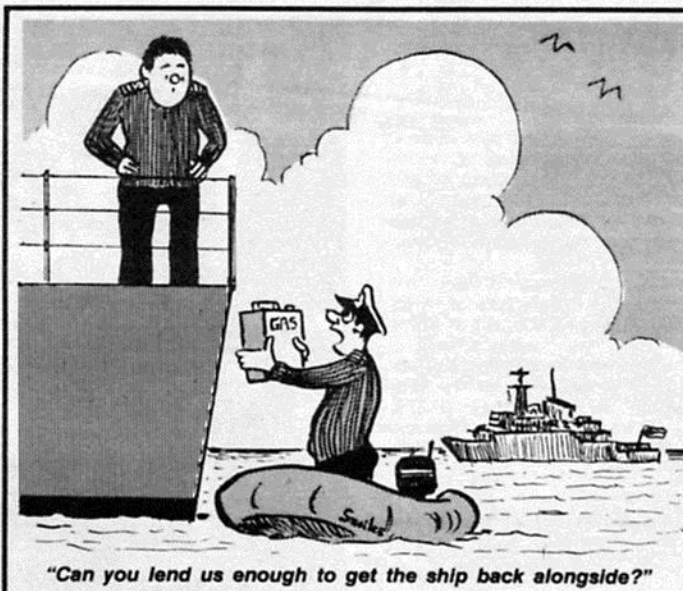
An official statement says that it had been expected that Quarters ratings of the missile

sub-branch, up to and including petty officers, would be needed to man 4.5 in. Mk 5 mountings and Mk 6 turrets until approximately 1983. Thereafter it was calculated that there would be a reducing requirement for this particular skill at sea with the planned reduction of analogue fire control systems and associated weapons.

"This forecast is no longer valid," says the announcement, "in the light of the early withdrawal of the Type 81 frigates and the accelerated rundown of other MRS 3-fitted ships in the Fleet."

To provide a career structure for Quarters ratings seeking advancement within the sub-branch, the current PO(M)(Q) Career Course is to be revised for a period of two years from November 1981.

Provision will be made for those ratings wishing to transfer to the mainstream Missile Career Course. In addition an



"Can you lend us enough to get the ship back alongside?"

SAVE THAT FUEL!

● A Joint Services statement repeats last year's warning that finance for fuel purchases remains tightly constrained, and that all personnel have to ensure that energy is used efficiently and without waste.

DCI (RN) J 612

New title — same initials

AS A RESULT of the decision to devolve the marine engineering tasks of the Naval Aircraft and Marine Engineering Board (NAMEB), a programme of implementation has been started, to be completed by January 4, 1982.

From January 5, 1982 the Officer-in-Charge NAMEB will be accountable solely to the Flag Officer Naval Air Command, and the Board will revert to its original title of Naval Aircraft Maintenance Examination Board.

From January 5, 1982 the Captain HMS Sultan will assume responsibility for the following tasks:

- Conducting the professional qualifying examinations for Sub-Lieut. (SD) (E)(HULL); (E)(ME) and (E)(MESM).
- Final trade tests for marine engineering artificer apprentices and marine engineering mechanics at HMS Caledonia and HMS Sultan.
- Direct entry artificers (ME) and trade assessment and final interview boards.
- Final technical examination and final workshop technology examinations at HMS Sultan.

Responsibility for all other general service tasks hitherto carried out by NAMEB has already been transferred to the appropriate establishments.

DCI (RN) 574

option will be provided for early transfer to the seaman sub-branch, after which it will cease.

LS(M)(Q)s wishing to seek advancement within the sub-branch will undergo a revised course which will have all instruction and firings on the 4.5 in. Mk 5 mountings and 4.5 in. Mk 6 turrets deleted.

Other training details are given in the announcement.

DCI(RN) 606

★ Routine

MEMBERS of the Women's Royal Naval Service and the Queen Alexandra's Royal Naval Nursing Service are to be offered routine cervical cytology, but it is stressed that this is to be a voluntary undertaking and that no pressure must be exerted on the personnel involved.

DCI (RN) 592

A fortnight in the country . . .

A FORTNIGHT'S stay in the country near Salisbury could earn up to £70 (less tax) for Service volunteers willing to undergo tests which have been "rigorously examined by an external medical safety board before being carried out." Volunteers retain the right to refuse any test offered to them.

The sessions are at the Chemical Defence Establishment (CDE), which is situated near the village of Porton, and is the UK centre for research and development work on defence against chemicals which may be used in war.

At CDE the means of protection against chemical weapons are developed for the Royal Navy and the other Services.

The Service volunteer plays an essential part in the devel-

opment of all chemical defence projects. They are always needed, and receive additional pay for participation.

Tests vary, but at present include the following:

- Skin sensitivity tests to determine whether materials which might be considered for defensive equipment have any effect on the skin of the wearer.
- Evaluation of new clothing and respirators to assess the ability of personnel using the equipment to work efficiently in various climatic conditions.
- Assessment of the safety and effectiveness of substances used in peace-keeping activities and their means of delivery.
- Medical research into measures to prevent and treat chemical warfare casualties.

Dates are given of the 1982 programme.

DCI (RN) J 623

★ Medical move

FROM January 25, 1982 the Admiral Medical Board will be relocated at the Royal Naval Hospital, Haslar (from the Empress State Building, London) where future medical and dental examinations for officer entry candidates will be held.

The secondary duties of the present Admiralty Medical Board, namely the provision of primary medical care during normal working hours for Ministry of Defence (Navy) uniformed personnel will be undertaken by a medical officer based at HMS President, Furze House, Queen's Gate Terrace, London SW7. Clinics will continue to be held in the Whitehall main building as at present.

DCI(RN) 601

★ Gib. travel . . .

ADMINISTRATIVE movement between the United Kingdom and Gibraltar is now undertaken by Britannia Airways operating from Luton Airport. Travel is by Boeing 737 charter aircraft operating on Tuesdays and Thursdays.

DCI (RN) J 551

★ . . . and claims

THE Claims Commission Office in Gibraltar closed on October 30, 1981, the work being transferred to the Claims Commission's headquarters in the Ministry of Defence, Lansdowne House, London.

DCI (RN) J 583

★ British Legion

SERVING members of HM Forces are now eligible to become full members of the Royal British Legion. Previously this had been open only to ex-members of the Services.

This extension of eligibility for full membership does not apply to the Royal British Legion (Scotland) which is a separate organisation.

(Announcement dated November 6, 1981)

Board sailing encouraged

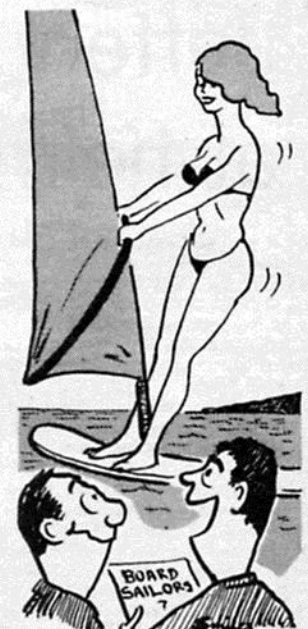
BOARD SAILING (also called windsurfing) is recognised by the Royal Naval Sailing Association (RNSA) and the Royal Yachting Association (RYA) as an integral part of sailing.

An official statement says that although recognised as an aspect of sailing, with Olympic status, board sailing is a recent development which incorporates the basic skills of dinghy sailing as well as some new techniques. It demands especially physical fitness, good co-ordination and swift reactions, "and is a sport to be encouraged throughout the Service."

The announcement is a guide to Fleet units and shore establishments involved in the administration of board sailing, and also gives details of the National Board Sailing Scheme.

The RYA National Board Sailing Proficiency and Coaching Scheme is designed to further and encourage safe board sailing and to set the standards of proficiency coaching. This scheme has been adopted by the RN to provide a uniform standard of qualification, and will be administered for the RN by the Dayboat Training Sub-Committee of the RNSA and the Royal Navy Sailing Coach.

DCI (RN) 591



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Exchange

A GOOD NAME IN TRAVEL 1890

Strong £ hits Naafi share-out

MORE THAN £10 million was paid back by Naafi to its customers during the year to May 1981. The money was paid in discount and rebate to individual customers and unit welfare funds, with another £500,000 going to the Services' central welfare funds at the end of the year.

But Naafi were disappointed that the share-out was not more, and blame a strong pound for a drop in their trading surplus — £13 million against the previous year's £17 million.

In all, they estimate, the rise of the pound — particularly against the Deutschmark — reduced revenue by £6 million.

New shop

At HMS Raleigh, it is reported, a contribution from club improvement funds helped towards a new automat and Services shop.

From eight in the morning until midnight, the £27,500 band of vending machines dispenses hot and cold drinks, snacks, sandwiches, crisps and confectionery at a rate of £3,000 a week.

The report also says that at CTC Lymstone the opening of the Blue Pig bar, with its atmosphere of a village pub, has provided a touch of "olde world" charm to the River Exe Club.

Patrol trio at Gib.

SAILORS from the storm-tossed fishery protection trio HM ships Shavington, Sober-ton and Wotton, took time off to sample the delights of Tangiers when their vessels spent a week at Gibraltar.

SPORTS

The trip was organised by hosts HMS Rooke, who also arranged sports activities culminating in a Top of the Rock race won by Sub-Lieut. Mark Sears from the Shavington.

In November the ships returned to home waters, operating out of Falmouth for the mackerel season.



Hamburg break for busy ships

HMS Glasgow, with the spires of Hamburg in the background. The Type 42 spent five days in the West German port

Picture: Reinhard Nerlich, Hamburg

TWO Royal Navy ships have made separate visits to Hamburg — one of them, HMS Glasgow, welcoming 3,000 visitors on board.

She was berthed in the West German port for five days in early November following consolidation operational sea training. The other ship, HMS Ajax, made her call after an arduous period of basic operational sea training.

Both ships strengthened their links with Army units — the Glasgow with the Royal Scots Dragoon

Guards at Sennelager as well as with the Royal Corps of Transport in West Berlin. The Ajax visited Ajax Squadron, the 2nd Royal Tank Regiment based at Wolfenbittel.

Since her Hamburg visit the frigate has spent time at the Aberporth ranges, South Wales, and visited Pembroke Dock where her sailors attended four Remembrance Day parades.

The Glasgow, under her new commanding officer, Capt. A. P. Hoddinott, carried out syllabus training before Christmas leave.

More DCIs

☆ Releases

WHILE the recently-announced reduction in naval manpower is being carried out, ratings in certain categories of the Royal Navy, Queen Alexandra's Royal Naval Nursing Service and Women's Royal Naval Service may apply to be released at less than the full 18 months' notice period.

"Ratings may apply for any reason," says the official announcement, which goes on to say that the Commodore HMS Centurion has discretion to approve applications and decide the length of service required. The measure will apply only to categories where manpower surpluses are anticipated, but it is emphasised that the arrangement is an interim one during the reduction period.

DCI (RN) 576

☆ Commended

THE Admiralty Board, "being well aware of the unique and valuable work done by the Association of Royal Naval Officers has no hesitation in commending the association to all officers."

One of the main aims of the association is "to provide all possible and speedy help to members, their widows and dependants who may be in financial or other distress," but

there are many other ways in which help is given.

Grants-in-aid during 1980 amounted to more than £21,000, and that figure has already been exceeded in 1981.

The annual subscription is £4 (life membership £60). Further information is available from The Secretary, The Association of Royal Naval Officers, 70 Portchester Terrace, Bayswater, London W2 6BL.

(Announcement dated November 6, 1981)

☆ Interest up

INTEREST charges on letting and unauthorised sale of houses by participants in the Long Service Advance of Pay scheme were increased to 15 per cent from November 1, 1981 to come into line with the rate recommended by the Building Societies' Association.

Future interest charges will be imposed at the rate recommended by the Building Societies' Association and will be applied automatically to the pay accounts from the first day of the month in which the change becomes effective.

DCI(RN) 602

☆ Hydra award

FOR SERVICES to the motor vessel Pirola on May 21, 1980, a salvage award has been made to HMS Hydra.

DCI(RN) 604

☆ Provisional

PROMOTIONS to superintendent WRNS are currently effective on the date of announcement (either April 1 or October 1). In future they will be made by provisional selection to take effect, subject to confirmation, six months later in the same way as those for RN officers selected for promotion to the rank of captain.

Provisional selections will be introduced for promotions to superintendent effective on and after October 1, 1982.

The official announcement also details the promotion zones of officers of all lists and branches (RN and WRNS) but emphasises that they are issued purely as a guide and are not intended as new regulations or amendments.

DCI (RN) 619

☆ Counselling

TO HELP those with divisional or welfare responsibilities, courses in "counselling approach" are available at the RAF Chaplains' School, Amport, Andover, Hants.

Other courses in the wide variety available include Christian leadership and instruction for all involved in church music.

DCI (RN) 620

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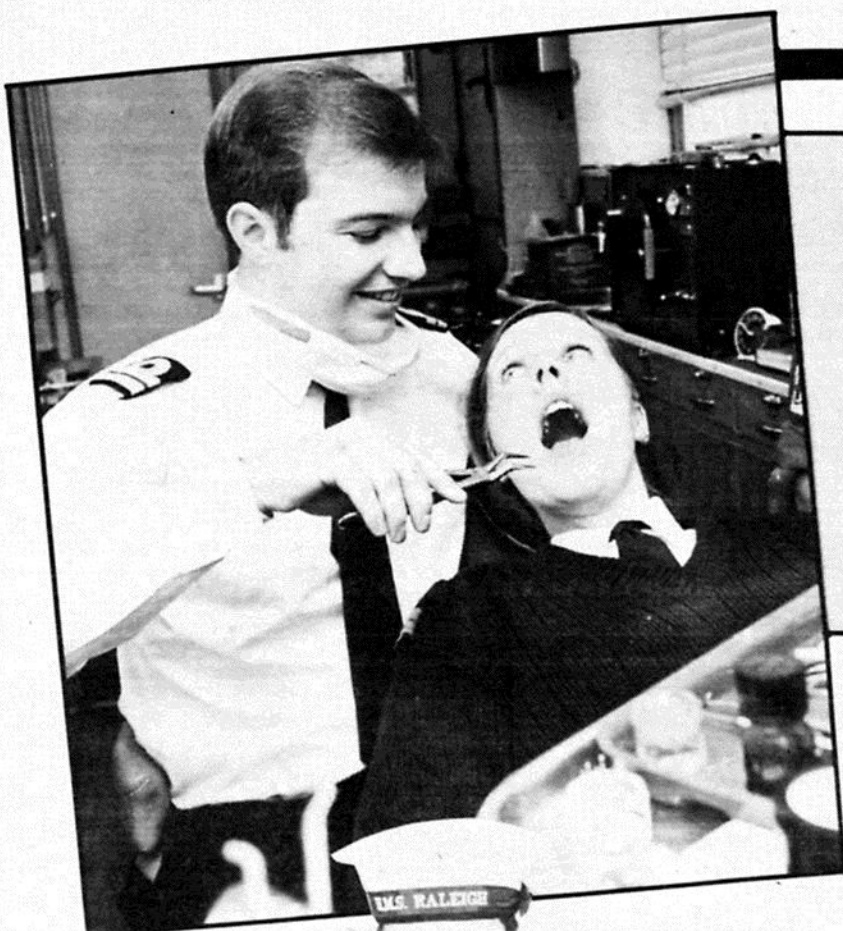
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PEOPLE IN THE NEWS



Labour of love

IN SOME situations a husband has the upper hand as Surg.-Lieut. ROBIN MILLS found out, when a surprise patient for a dental appointment turned out to be his wife, Second Officer LYNDA MILLS. Robin is serving in HMS Nelson and Lynda is a personnel selection officer at HMS Collingwood.

RADAR PHOTO SCAN

AN EXHIBITION of naval photographs by PO(Phot) Ron Thompson has been on show in the public library in Fareham, Hampshire.

Ron, better known as Radar in the Photographic Branch, is the public relations photographer on the staff of the Commander-in-Chief Naval Home Command in Portsmouth.

Radar is pictured adjusting a photograph he took of the Prince and Princess of Wales visiting HMS Mercury a few days before their wedding.



Uniform loyalty

THERE IS no doubt about where loyalties of the Winandy family lie. One son and two daughters have joined the Royal Navy, and a second son is in the Royal Air Force. When JAEM Mark Winandy passed out from HMS Raleigh, his

slaters were there in uniform for the ceremony. They are Wren (MT) Kim Winandy (left) and Wren WTR (G) Tessa Winandy, both of whom are serving in HMS Warrior. Brother David is a corporal in the RAF. Mum and Dad live in Derby.

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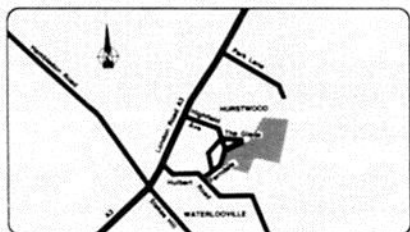
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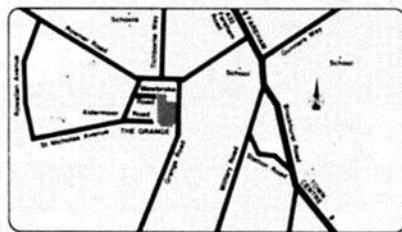
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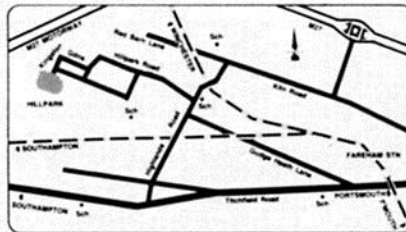
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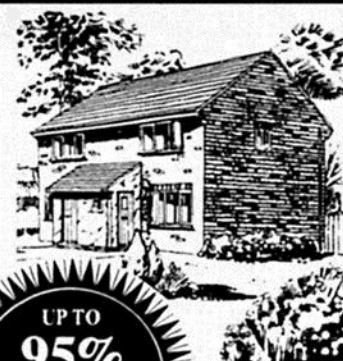
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THE WORLD'S LEADING HOMEBUILDER

Yoga helps Joy to gold award

YOGA was just one of the activities tackled with success by Wren(DSA) JOY BURSTOW for the Duke of Edinburgh's Award Scheme. Three-and-a-half years ago she set out on the trail which eventually led to gold and has taken in community service and such diverse activities as a project on the history of needlework,

pony trekking in North Wales, car maintenance and a 50-mile walk. Joy, based in the HMS Nelson Dental Clinic, has completed the gold since joining the WRNS about 16 months ago. The certificate she's holding was presented to her by the Duke of Edinburgh when she visited Buckingham Palace.



What Price sky pilots now ...?

The Rev. PETER PRICE, RN, Principal Chaplain of the Church of Scotland and Free Churches, took a flight in a Wessex 5 helicopter of 771 Squadron during a visit to RN air station Culdrose. He toured the air station and watched personnel at work.

Picture: PO (Phot) Tom Suddes.



Fearless way to bake a cake

CPOCK MICHAEL MERCER is pictured with the cake he made for the rededication of HMS Fearless. He was assisted by LCK Nichols. Features of the cake were the crest of HMS Fearless, Royal Marines and Combined Armed Forces.



NICK'S BIG WING

BEHIND the controls of this jumbo model aircraft is CAEM(R) NICK SIVERTSEN of HMS Daedalus. The aircraft belongs to the Admiralty Surface Weapons Establishment who use radio-controlled model planes for carrying trials equipment and for radar tracking.

This example is a Pilatus Twin Porter powered by two 15cc engines with a wingspan of 10ft and weight of 22lbs. It is one of the largest models to be flown by Nick, secretary of HMS Daedalus Model Club and a member of the RN Model Aircraft Association.

Picture: POWren(Phot) Sue Jackson



Picture: LWren(Phot) Elinor Owen.

Marshall tradition in Service

TRAFALGAR Night dinner in the Painted Hall of the Royal Naval College, Greenwich, became a family occasion for two serving officers.

Sub-Lieut. Steve Marshall, a newly-promoted special duties officer student at the RNC, was host to his father, Lieut. Mike Marshall, soon to retire.

Steve, a torpedo and anti-submarine specialist, is now serving in HMS Dryad, while his father — an SD weapons electrical officer — is completing his service in HMS Collingwood.

RFC flyer at Sultan

EARLY years of military flying were recalled at HMS Sultan when First World War pilot Group Capt. REGINALD FULLJAMES returned to his old airfield for a brief visit.

Group Capt. Fulljames (85) flew operationally in France in 1916-17, being mentioned several times in despatches. He joined the Special School of Flying at The Grange, Gosport in 1917 to be instructed by a pioneer of pilot training, Major Robert Smith-Barry.



Farewell to Dame Jocelyn

Dame JOCELYN WOOLLCOMBE, who has retired after 22 years as President of the Association of WRNS, is pictured here with Wren(MT) WENDY LOCKYER (left) and Wren(WTR(S)) DEBBIE PALMER on the staff of Flag Officer Plymouth. Dame Jocelyn, who lives in Plymouth, recalled the changes since she joined the WRNS in 1939. She became Director WRNS in 1946 and is succeeded as president by Dame Marion Kettlewell, also a former Director WRNS.

Picture: PO(Phot) Mick Cunningham.

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A Royal Navy Flying Scholarship offers young men the highest standards of training by civilian flying club instructors.

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Royal Navy Flying Scholarships are open to young men in the CCF (RN and Army sections only), the Sea Cadet Corps, approved Sea Venture

Scout units, or pupils of certain nautical colleges and nautical schools.

The Royal Navy Special Flying Award is for young men, between 16 and 23, at any school or university.

Of course, you're under no obligation to join the Royal Navy, but if you would like more information write to this address:

Royal Naval Flying Scholarship Officer,
Department of Naval Recruiting,
Old Admiralty Building,
Spring Gardens, Whitehall,
London SW1A 2BE.

ROYAL NAVY FLYING SCHOLARSHIPS

PARTING OF THE WAYS FOR THREE SHIPS



Farewell, Intrepid

HMS INTREPID streams a 350ft-long pennant as she enters Portsmouth to pay off at the end of her naval career. Behind her are her eight Royal Marines landing craft, while her two Wessex helicopters circle above.

The helicopters have now returned to 845 Naval Air Squadron at RN air station Yeovilton.

De-storing the Intrepid will take until the last week of March, when the last of her ship's company will disperse. The ship's training department of ten officers and ten senior rates, plus her mobile classrooms, have been transferred to HMS Fearless.

It is expected that the Intrepid will eventually be put up for sale.

Picture: PO(Phot) Radar Thompson

Au revoir, Cleopatra

HMS CLEOPATRA has entered Devonport Dockyard for an extended refit following her last foreign visit of the commission — to the Netherlands.

In company with HMS Achilles she berthed in Rotterdam, where sports teams from the frigates played local sides and members of the ships' companies took coach trips to Amsterdam.

Earlier the Cleopatra undertook a week-long spell of sub-lieutenants' navigation training along the South Coast. She then visited Hull, from where her commanding officer, Cdr. P. K.

Haddacks, and two of his officers renewed the ship's long-standing affiliation with Harrogate.

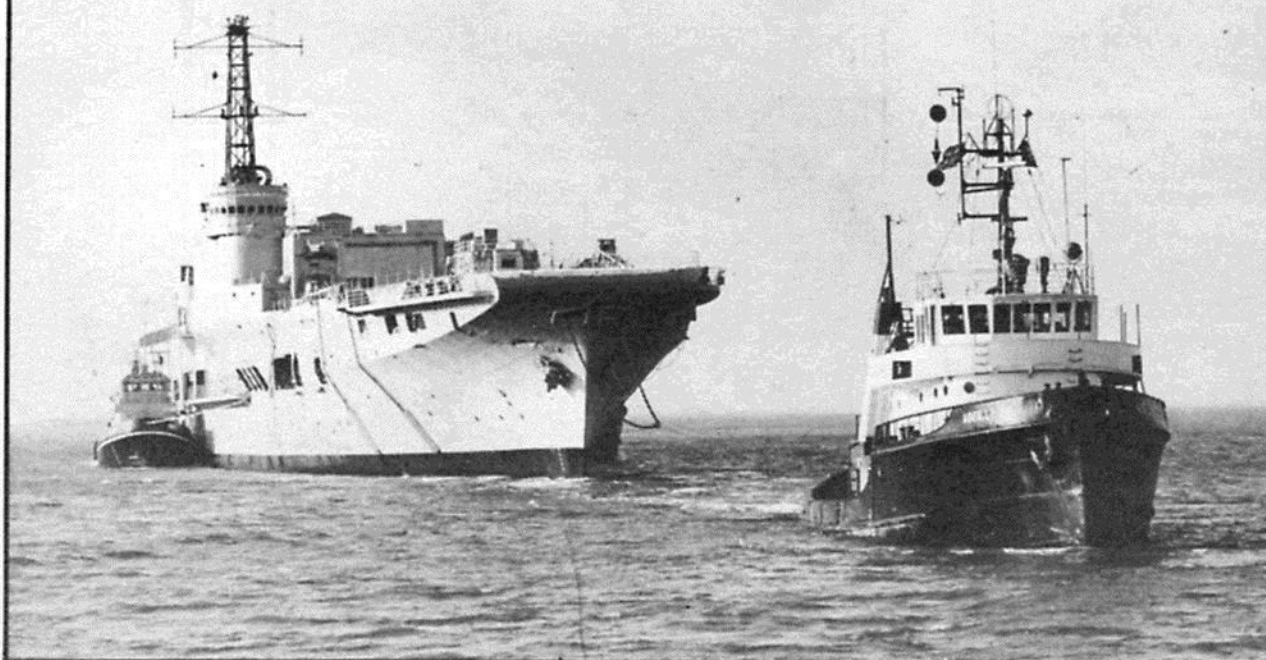
Cdr. Haddacks took the salute at a parade of Sea Cadets from TS Cleopatra — Harrogate Unit — and a cheque for £285 was presented to Springwater School for Handicapped Children, the money having been raised on board during HMS Cleopatra's participation in Exercise Ocean Safari.

● Right: Her paying-off pennant streaming, HMS Cleopatra leaves Portsmouth for her refit at Devonport.

Picture: PO(Phot) Steve Collinson.



Adios, Triumph



HMS TRIUMPH, veteran of the Korean War and the Malaysia-Indonesia confrontation, leaves Chatham on her last voyage — a 2,000-mile passage under tow to a breakers' yard at Castellon de la Plana, near Barcelona.

Launched in 1944 as a light fleet carrier, she became a cadet training ship in 1951 and between 1958 and 1965 was converted to a fleet maintenance ship in Portsmouth Dockyard.

Apart from a brief visit under tow to Portsmouth for docking in the mid-1970s, the Triumph spent the past ten years as the largest ship at Chatham.

Built at the same time as the Triumph, and still going strong, is the French tug Abeille 30, a former U.S. Army vessel, which was one of eight tugs helping the former carrier out of Chatham. Abeille 30 is on the right of the picture and the Portsmouth tug Adept on the left.

Picture: Mike Lennon

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One good turn . . . MEA Monty Westmacott turns a replacement brass bolt in the FSU's engineering workshop, using the Myers lathe.

She causes a stir wherever she goes

AS THE mobile maintainers were quietly looking after ships in Hartlepool during Exercise Roast Beef, a more eye-catching attachment to the FSU was operating just down the road at Seaton Carew.

A certain crowd-puller whenever she flops down on a convenient beach, the VT-2, the Navy's biggest hovercraft with a crew of 24.

Here, she throws up spray as she manoeuvres in Victoria Dock, Hartle-

pool, with HMS Walkerton in the background. The VT-2 is currently fitted out to support MCMVs in conjunction with the unit and can slide across minefields at up to 50 knots. She can replenish ships on task, using her Atlas crane to transfer particularly heavy goods.

She has impressed the Fleet Clearance Diving Team with her flexibility and versatility as a diving support vessel, operating and transporting divers wherever and whenever needed.

Tour de force by 'Madde

FLEXIBLE SPEEDY USEFUL

OPERATIONS often take place far removed from the static, sophisticated maintenance facilities available in dockyards and naval bases.

Mine countermeasures squadrons, in particular, may be called upon to operate for long periods away from their base ports — and in these circumstances, their support almost literally falls off the back of a lorry.

For the 38 sailors of the Forward Support Unit, who provide a "containerised" back-up wherever it is needed, this makes for a varied, flexible life.

To date they have set up facilities in commercial harbours from Corn-

wall to Scotland and Gibraltar to Northern Ireland — and on one occasion even popped up in London, alongside HMS Belfast.

More recently, during Exercise Roast Beef in the North Sea, the FSU set up shop in Hartlepool to cater for squadrons of mine countermeasures vessels working out of the Tees and the Humber.

To prove its value the unit had an unexpected "customer" when the fishery protection vessel HMS Orkney called in to seek assistance. Needless to say, immediate aid was forthcoming and she was able to sail again the same day.

FSU is all about speed, flexibility, economy and versatility. In the time it takes an MCMV squadron to steam from one operating area to the next, the unit can load up and re-deploy some or all of its 16 container modules, four 32-ton

articulated lorries with 40ft. and 45-ton capacity Coles cranes.

In other words it provides a completely mobile forward support unit allowing ships to operate continuously without the need to

**Pictures: Wren(Ph)
Caroline Williams**

main bases for maintenance and replenishment.

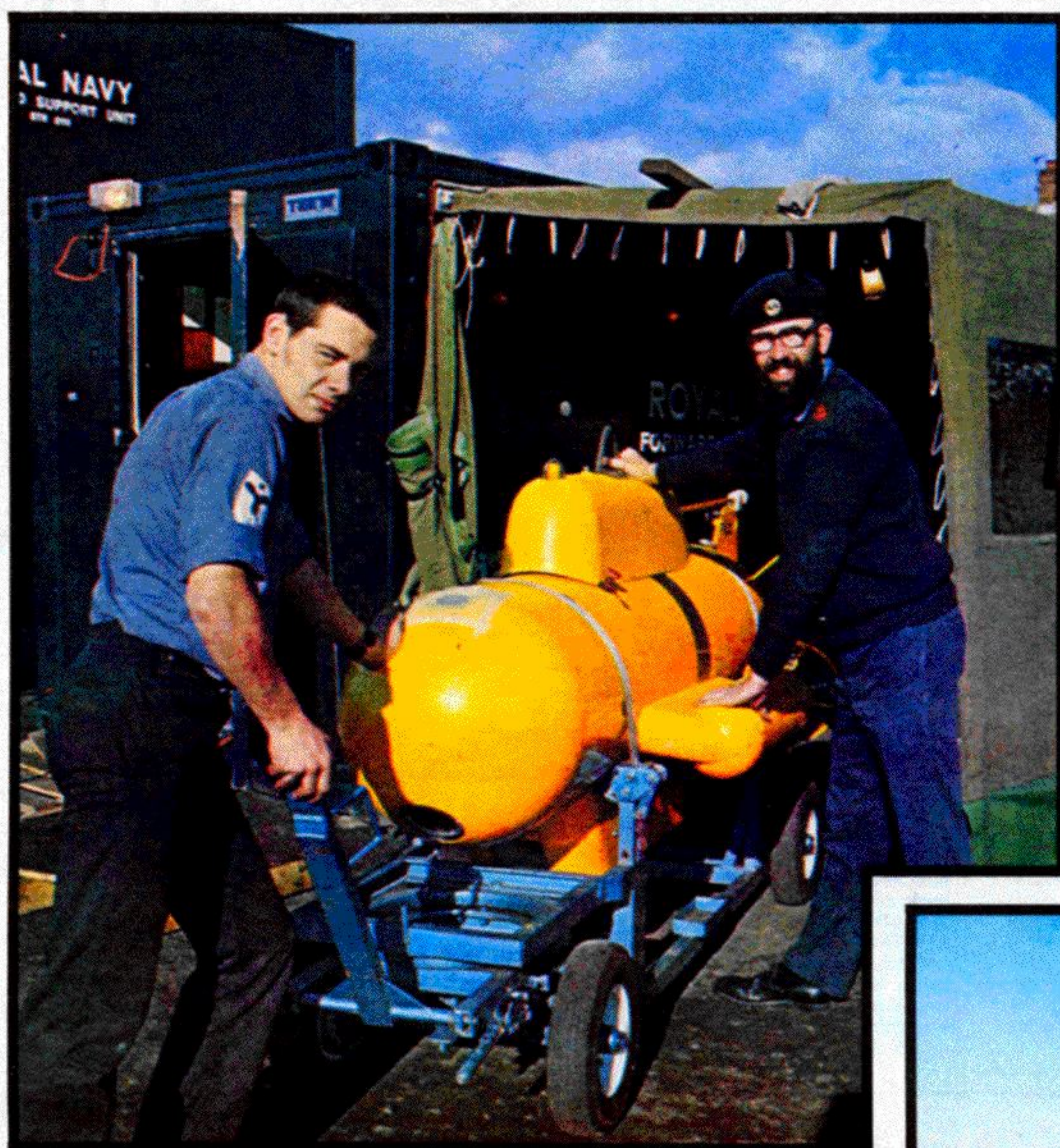
And it's cheaper than building a support ship like HMS Abol.

First of the modules were handed over to the Ministry of Defence by the builders, EPS (Research and Development) Ltd, Sittingbourne, Kent, three years ago. Based on the dimensions of an international container, the



It's Hartlepool and the Navy's

Madden's Mobile Maintainers'



ABOVE: Talk-in — Morning brief for commanding officers and staff of the Second Mine Countermeasures Squadron. Briefing officer is Cdr. Nobby Clark RNR and Lieut. Christopher Madden, officer-in-charge of the FSU, is standing on the right.

LEFT: Yellow "submarine"—WEMN Robert Shieber and LWEM(R) Richard Shenton wheel a remote control mine disposal submersible back into its "garage" after a maintenance check.

BELOW: The big lift — With Exercise Roast Beef over it's on to Faslane, where the FSU team unload modules with the help of the 40-ton Coles crane.



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airlifted, shipped, or transported by road.

For deployment in the United Kingdom the unit is self-contained. Seven ratings hold heavy goods vehicle licences and a chief petty officer is qualified to drive the crane, which can load and unload the modules, lift main engines, and reach the masthead.

The modules include a communications centre, electronic and engineering workshops, a combined office and technical library, a generator, a combined galley and dining space, heads and bathrooms, and accommodation for six members of the duty watch or on-call ratings.

Unlike the mobile Fleet Maintenance Groups of the past, which deployed at intervals for ship maintenance periods, the FSU is normally continuously deployed in

support of Hunt MCMVs. So far it has relied on nearby service establishments such as Vernon, Osprey and Culdrose for accommodation, but for major exercises local guest houses and hotels provide the beds, with the unit's galley supplying the food.

With HMS Cochrane the parent establishment, the unit is under the control of Captain Fleet Maintenance, Rosyth.

Commanded by a weapons engineering officer, Lieut. Christopher Madden, with FCPO Peter Willis, a marine engineer, as his deputy, the FSU prides itself on that speed of response and flexibility.

If you have a jetty near you with enough water for an MCMV and some sort of road, sooner or later the dark blue convoy of "Madden's Mobile Maintainers" will arrive . . .



here: Minehunters HMS Wilton and HMS Iveston alongside the FSU's temporary base during Exercise Roast Beef.



A stitch in time: POMA Don Buckland attends to AB (Diver) David Cowling's thumb in the FSU sick bay after a minor accident on board HMS Wilton.

Finest hours of the cruiser

ON LONDON'S river lies HMS Belfast, last of the Royal Navy's big-gun cruisers — now a museum in memory of one of our finest types of fighting ship.

Like the battleship and the "real" destroyer, the cruiser reached its zenith in the Second World War, and then faded out.

Authors Peter C. Smith and John R. Dominy have researched the history of these fine vessels in "CRUISERS IN ACTION," published by William Kimber (price £11.95).

Graf Spee

Since the cruisers first emerged they have ranged in size from small "scouts" to powerful armoured types, but in general they are best remembered as the self-sufficient maids-of-all-work.

One of their finest hours was the trapping by the Ajax, Exeter and Achilles of the German pocket battleship Graf Spee. But of course there were other actions when things went wrong, and in this book the

authors have touched also on engagements "completely unrecorded in British naval histories to date."

HMS Trinidad will be recalled as perhaps top of the "unlucky" class in this breed. One of her own torpedoes, fired against German destroyers during an Arctic convoy battle, faulted and circled to hit the ship which had fired it. Thus weakened, the Trinidad was finished off by bombers a

few days later.

From the struggle on the surface to the weapon of stealth comes "PERISCOPE DEPTH — SUBMARINES AT WAR," by Kenneth Poolman, published by William Kimber (price £8.95).

The author has started his narrative with the cranks who first dreamed up the impossible-sounding device which was eventually to come within an ace of winning two global wars.

Mr. Poolman then goes on to describe dramatic actions which saw great courage, some chivalry, and much savagery, the greatest exponents being the Germans, whose U-boats exacted a heavy toll both on their crews and victims.

In one way or another, the stories have been told before, but apparently there is a continuing zest for hearing them again. Mr. Poolman has a lively style to do them credit.

HMS Belfast is given a lick of paint in early March, 1944, between spells on Arctic convoy duty. Four months later she was supporting British forces on D-Day and is among the warships featured in "Cruisers in Action" by Peter C. Smith and John R. Dominy.

Surfboard commandos

FORTY MEN with surfboards and flippers may not seem much against the might of the Japanese Army in the Second World War, but the enemy in the Burma campaign had cause to remember them.

In "Undercover Sailors — Secret Operations of World War II," published by William Kimber (price £9.50), author A. Cecil Hampshire tells of "bright idea" special units, one of them being the Surfboard Commandos.

They came into being through a young Royal Canadian Naval Volunteer Reserve sub-lieutenant, Bruce Wright, pondering how it would be possible to beat the net defences of a protected harbour. He decided that a good swimmer, complete with paddle board, dive mask and fins would be the answer.

By the time the paper work went uphill and downhill the war was well advanced, but luckily for Wright some of it

reached the desk of Lord Louis Mountbatten.

Trained units were ready for the fray by D-Day, but that was not the place for them and they were sent to help the Allies drive the Japanese out of Burma.

For our soldiers crossing rivers and swamps, every engagement was an invasion, but the surfboard heroes — working in the dark — endured scorpions, crocodiles, snakes and flies (not to mention defiant Japs) in mapping out landing

places for the advancing troops.

They marched by day and worked by night, escaped by many a hair's breadth, and all managed to come out of it alive to reap their reward — a "special duty allowance" from the Admiralty of one shilling and sixpence (7½p) a day for ratings. Officers got two shillings (10p).

Besides the surfboard men, Mr. Hampshire tells of the "Corsairs of the Aegean" using native craft to harass German and Italian garrisons in the islands, and of clandestine "boating parties" and other "specials."

His work is painstakingly detailed, and in order that the reader should fully understand the background he has had to include much campaign history, but the courage of the men involved deserves this somewhat

delayed tribute.

The next step beyond many Special Unit activities was the sacrifice of life itself. "Suicide Squads," by Richard O'Neill, published by Salamander (price £7.95) describes Axis and Allied special attack weapons of the Second World War; their development and their missions.

Motives

Everyone at the time knew of the horror of the Japanese kamikaze pilots, crashing their bombers on to Allied ships in the Pacific War, and dying in defence of their homeland. But there were many other forms of human weaponry.

The Japanese, labelled "fanatics" but really responding to their traditions and upbringing, preferred death to the dishonour of defeat or surrender. Such men are dangerous

enemies, wresting the last ounce of damage before going under.

Mr. O'Neill's book explains the motives of self-sacrifice and as well as the kamikaze, human torpedoes, banzai charges and other suicidal and semi-suicidal exploits, also describes the lesser-known operations by explosive motor-boats.

Although British "Chariots" and X-craft were not strictly suicidal, they were hazardous enough to get an honourable inclusion in the book.

The book makes absorbing but chilling reading, especially when it is realised that had the Allies been obliged to invade mainland Japan, hordes of suicide weapons would have been waiting — the product of a special construction programme. The unthinkable was prevented by the horrible. The bloodbath by the atom bomb.

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IN BRIEF

"Navigation for Offshore and Ocean Sailors" by David Derrick, published by David and Charles (price £8.50). Written with those candidates in mind who will be taking the shore-based course for the Royal Yachting Association/Department of Trade Ocean Yachtmaster Certificate. The author has a long record of skippering the Island Cruising Club's large boats.

"Maritime Transport — The Evolution of International Marine Policy and Shipping Law" by Edgar Gold, published by Lexington (price £21.50). Dr Gold, a professor at Dalhousie University, has participated in the Third United Nations Conference on the Law of the Sea since 1973. His book is based on the view that maritime transport must now find a place for itself in a world that is demanding a new international economic order.

"Atlas of the Seas Around the British Isles" published by the Ministry of Agriculture, Fisheries

and Food, and obtainable by mail order only, price £11.50 (inclusive of postage and packing). The Ministry's address is "Atlas Office, Fisheries Laboratory, Pakefield Road, Lowestoft, Suffolk NR33 0HT."

"The Tale of Admiral Mouse" by Bernard Stone, published by Andersen press (price £3.50). A rodent parody of Trafalgar, charmingly illustrated by Tony Ross, and having (appropriately for children) a rather happier ending than the real thing.

"Ennals Point" by Alun Richards, a Penguin paperback of the sea story turned into an exciting television serial.

"Ramage and the Renegades," by Dudley Pope, published by Martin Secker and Warburg (price £6.95). Another novel in the famous series. This time our gallant frigate captain is not at war, but finds the dangers of peace in Nelson's day.

BOOKS

Focus on the Soviets

PUBLISHER Jane's presses have been busily turning out the latest batch of their famous books of reference.

"Warships of the Soviet Navy" (price £8.95) is by Captain John E. Moore, RN, editor of Jane's Fighting Ships, and formerly Deputy Director of Naval Intelligence.

The book claims ambitiously to offer "full technical details of all the ships of the Soviet Navy" and his work is the nearest the general public are likely to get towards "authoritative" descriptions.

Masses of illustrations complement the assessment of the capabilities of the Soviet Navy, which has been expanded at an unprecedented rate in the last decade.

WEAPONS

"Naval Armament" by Doug Richardson (price £8.95) is a country-by-country guide to the world's major seaborne weapons systems, with comprehensive data and background information.

In particular, as befitting the importance of underwater forces, the book details submarine-launched strategic missiles, and goes on to deal with anti-ship missiles, as well as the more traditional instruments of power at sea. Included in the text are more than 100 photographs.

Three further books are "Jane's 1981-82 Military Annual," the "Naval Annual" (each at £6.95). They boast an imposing array of international experts in summarising the state of global armament.

In the "Naval Annual" the articles include a review of sea power and world affairs, "President Reagan and the U.S. Navy," and "New Soviet Construction Analysed."

RADAR SCANNED

"Naval Radar" by Normam Friedman, published by Conway Maritime Press (price £18) is a detailed study of antennae which now dominate ship silhouettes, written by a leading United States expert on the subject.

He explains the theory of radar and describes its development since the tentative pre-war beginnings. With the text are more than 300 photographs and line drawings.

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HELPING HANDS

Battleaxe cuts a dash with Jane

TWELVE of the crew of HMS Battleaxe battled against the clock — and the weather — when they ran a sponsored relay from Plymouth to their affiliated town of Newport, Gwent, to raise funds for the Mayor's charity.

Occasional hailstorms made their going rough but did not slow them down — they covered the 191 miles in 18 hr. 53 min. Their combined feet raised more than £1,000 towards the cost of a mini-bus for the handicapped.

The runners, wielding the ship's battleaxe more in pride than in anger, were met on arrival by Newport's Carnival Queen and the Mayor and Mayoress.

The founder of Helen House for sick and dying children in Oxford, Reverend Mother

Frances Dominica, visited HMS Daedalus to voice her thanks for money raised for the Helen House Appeal.

Before leaving she was presented with a £185 cheque to help furnish a room for the children. Mother Frances is the Superior General of the Anglican Society of All Saints, whose Mother House is in Oxford.

Post-degree officers at the Royal Naval Engineering College, Manadon have had a triple success in helping handicapped people in the Plymouth area.

Three projects, part of the Marine Engineering Application Course, involved designing and making two battery-driven play vehicles for handicapped children and a wheelchair hydraulic lift to help the disabled.

The play-vehicles were enthusiastically received by the children of Trengweath School for Spastics in Plymouth and Woodlands School for Handicapped Children in Whitleigh. The wheelchair hydraulic lift was equally well received by the residents of Astor Hall Old People's Home in Plymouth.

A charity football match between the nurses of the RN Hospital Stonehouse, Plymouth, and the Ministry of Defence police at Devonport Naval Base is expected to raise £700 for a mobile therapy unit for the hospital. Despite the difficulty in identifying the players, who wore fancy dress, the nurses won by 24 goals to 11.

HMS Collingwood main galley provided a Christmas cake and a sugar galleon filled with fruits

and sweets as raffle prizes for the National Society for the Prevention of Cruelty to Children draw held by Fareham branch.

Cakes, records and a £600 play aid brought good cheer to handicapped children of St

Blazey Home, Cornwall. Money for the gifts was raised by the Drumbeat Club, HMS Drake which has adopted the home.

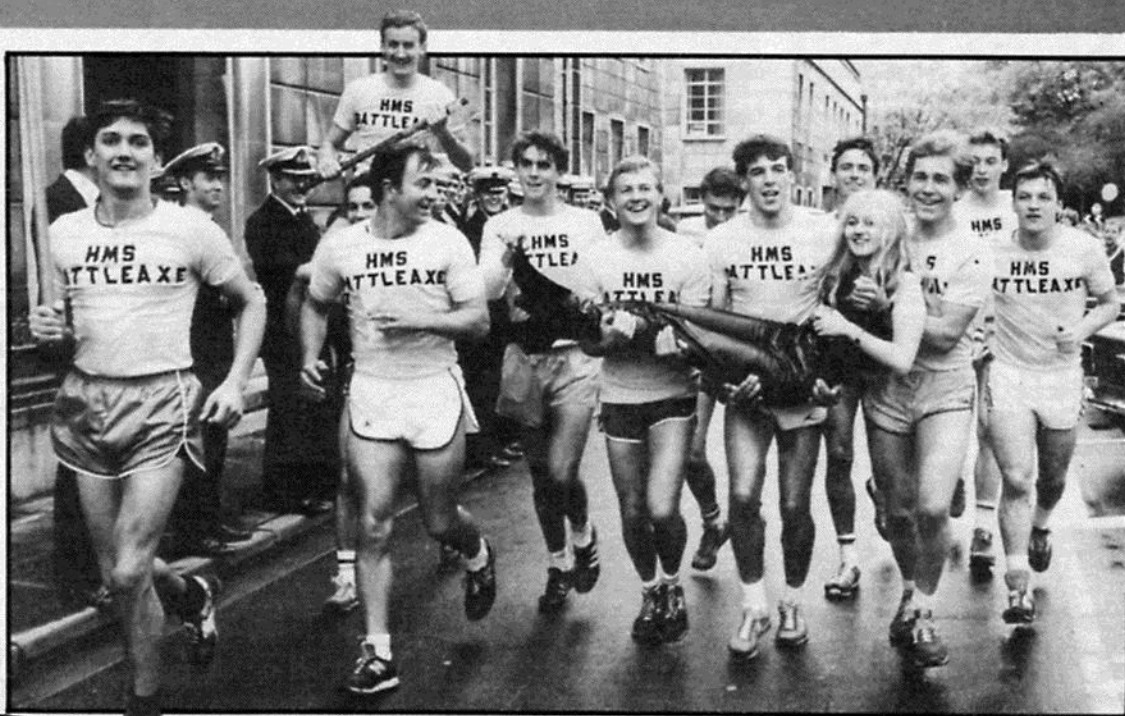
The junior rates' mess of HMS Drake also provided Christmas parcels for the children of St Blazey House, delivered by the ratings' own Santa, LMEM Joss Jocelyn.

The Air Engineering Department of HMS Osprey presented a bright yellow 12-seat mini-bus to the Dorset charity Mind Alive to help mentally handicapped patients.

The second-hand bus, bought with money from Osprey's charity chest and some additional fund raising, was refurbished, rewired, and repainted by the air engineers in their spare time.

From the 10 p.m. kick-off to the final whistle at 10 a.m., 19 senior and junior rates of the Clyde Submarine Base and a civilian player took part in a soccer marathon which is expected to raise £400 for Neptune Charity Chest. The event, organized by LPT Pat McAvennie, included 48 games and 417 goals.

Capt. J. J. Streatfeild-James, Captain of HMS Excellent raised over £100 for the disabled in a nine-mile sponsored cycle ride in Portsmouth in aid of the Lord Mayor's appeal.



For the men of HMS Battleaxe, pictured here arriving in Newport, Gwent, at the end of a 191-mile relay run in aid of charity, it was a case of fleet feet winning fair lady — Newport's Carnival Queen Jane Fulsner. The conquering heroes are, from left, LS Peter Hill, MNE Robert Benson, MNE Philip Allen, LPT William Mennell, SA Simon Palmer, LCK Paul Symington, LSTD Steven Morris, WEM Karl Hobbs, LCK Paul Salvage, Sub-Lieut. Dai Roberts, MNE John Howarth and LMEM William Hughes.

Picture: PO(Phot) Mick Cunningham.

NOT SUCH A WEE DROP!

Cash galore, rather than whisky, pours from this bottle on to the capstan of HMS Ardent as it yields up £110 in small change donated by sailors of Number Two Mess. The money is being used to buy special teaching aids for retarded children of Portfield Special School in Haverford West, Dyfed. Witnessing the "payout" are, from left, MEM(L) Stewart James, LWEM Pat Norris, WEM(R) Philip Warren and MEM Tony Chesterton.

Picture: PO(Phot) Mick Cunningham

Worthy of note

HORNBLOWER would have been the first to applaud these two ladies who blew a memorable duet at a concert given for pensioners by the combined volunteer bands of HMS Collingwood and HMS Daedalus. The ladies are, from left, Miss Gladys Prince and Mrs Dorothy Cushing (standing) and Mrs Daisy Phillips and Mrs Kate Leadbetter. Their escorts are WEM Tony Chipperfield (left) and LAEM Robert Baddeley.

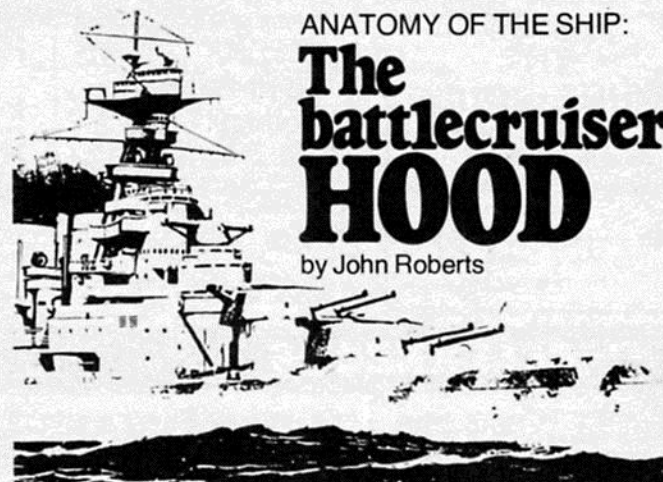
Picture: HMS Daedalus Phot. Section



ANATOMY OF THE SHIP:

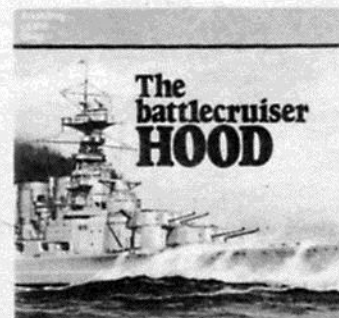
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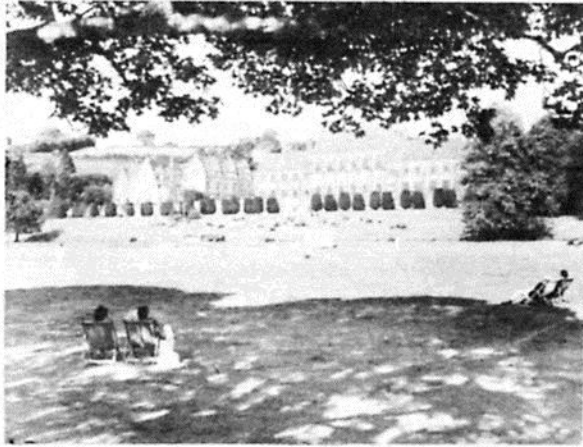
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HABERDASHERS' MONMOUTH SCHOOLS ENTRANCE EXAMINATIONS 1982

The scholarship and entrance examination for day and boarding pupils will take place at the schools in February, 1982. It is the intention of both schools to offer a number of places under the Government's Assisted Places Scheme on the results of the 11-year-old examinations. Further details of the examinations and of the Assisted Places Scheme, together with copies of the Schools' Prospectuses, may be obtained from the Headmaster or the Headmistress.

MONMOUTH SCHOOL

Main School: The examination (for boys over 10 and under 12 on 1st September, 1982) will be held on February 20th. Two bursaries reserved for sons of serving members of H.M. Armed Forces will be awarded on the examination. Closing date for application February 10th.

The Grange: The examination (for dayboys and weekly boarders over 7 and under 8 on 1st September, 1982) will be held on February 27th. Further particulars may be obtained from the Master of the Grange, Monmouth School

HABERDASHERS' MONMOUTH SCHOOL FOR GIRLS

Main School: The examination (for girls over 10 and under 12 on 1st September, 1982) will be held on February 6th. Closing date for application January 25th.

Pre-Secondary Department: Tests for girls aged about 7 by 1st September, 1982, will be held in March. Further particulars may be obtained from the Headmistress.

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Sailors' and Fleet Amenities Funds

CUT-PRICE GOLF LOAN SETS BALL ROLLING!

A PROJECT aimed to provide half-price green fees for members of the Royal Navy who play golf on the Weymouth course has been given the blessing of the Grants Committee of the Sailors' Fund.

Before the committee at its winter meeting was an application from HMS Osprey for an £8,000 grant towards a ten-year agreement with Weymouth Golf Club which would allow naval personnel to play at reduced rates.

The committee eventually agreed on an £8,000 interest-free loan, repayable at £1,000 a year.

During the discussion it was stated that the fund's trustees were not in favour of a grant. It was also pointed out that

support for the project could set a precedent for similar schemes in other places and sports.

However, many representatives said they believed there was great support for the project.

When it was stated there was a risk of "opening Pandora's Box," one representative said, "We opened Pandora's Box with junior rates' discos."

Another view was that if help was given on an annual basis, the fund could get into the business of annual support for clubs at the expense of capital projects.

The meeting voted in favour of the principle of support where the Navy was using or contributing to a civilian facility, but any applications would have to be considered on individual merits. Members went on to agree to a £8,000 loan in the case of Weymouth golf.

Thanks!

AT BOTH Grants Committee meetings there were expressions of thanks to Rear-Admiral J. F. Cadell who, as Director General Naval Personal Services, has been committee chairman, and who is taking up a NATO appointment in the Mediterranean.

Thanks were also expressed to First Officer J. J. Wray-Bliss, who has been hon. secretary to the committees, and who is also to take up a new appointment.

Totting up cash

THE NAVY'S Tot Fund has just benefited by about £11,000 from the sale of Pusser's Rum. This sum represents a donation of two US dollars for every case sold by Pusser's Rum Ltd. during their first period of commercial operation.

Presentation of the cheque was made by Mr. Charles Tobias, managing director, at a ceremony in the WOs' and CPOs' Mess at RN air station Yeovilton. It was received on behalf of the Sailors' Fund by the Second Sea Lord (Admiral Sir Desmond Cassidi).

A flagon of rum was presented to the Admiralty Board, with the assurance that it would remain topped up.

To celebrate the presentation ceremony

There was further support for golf at Southwick Park Naval Recreation Centre with a £2,000 Sailors' Fund grant for grass cutting equipment, the FAF adding £2,029.



each member of the mess was served with a Tot.

Money resulting from sales of rum is being used by the Sailors' Fund for current projects, and at the latest Grants Committee meeting it was decided to use some of it to finance a mobile camper vehicle for HMS Dolphin.

The two-dollars-a-case covenant is being extended by Pusser's from seven to 100 years, and it is anticipated that as worldwide sales increase, donations to the fund will be even more substantial.

The original donation to the fund in 1979 was for more than £9,000.

Picture: PO(Phot) J. Sanders.

A total distribution of about £200,000 was agreed at the winter meetings of the Grants Committees of the Sailors' Fund and the Fleet Amenities Funds, reported on this page ...

Sport scheme adds to grants

THE NAVY'S Voluntary Sports Subscription Scheme has joined in providing capital for sporting projects.

When the Sailors' Fund and Fleet Amenities Fund published their latest grants lists, including aid for sporting bids, projects now being helped by the VSS were listed too.

This followed a meeting of the RN and RM Sports Control Board, where three grants totalling £5,000 were approved from money available from the VSS.

The three are: £2,400 towards squash courts in HMS Sultan; £1,600 towards a Nottingham turf cricket wicket for HMS Osprey; and £1,000 towards sports area flooring in HMS Cochrane.

WHERE THE MONEY GOES

THE following grants were approved by the Grants committees of the Sailors' Fund and the Fleet Amenities Fund at their winter meetings. At a meeting of the RN and RM Sports Control Board three grants were approved from the money available from the Voluntary Sports Subscription scheme, and these are also shown.

Half-yearly grant to HM ships — £37,500 from Sailors' Fund.
Royal Sailors' Home Club, Portsmouth — £20,000 towards Stage 2 of modernisation of accommodation (£15,000 from Sailors' Fund and £5,000 from FAF).

RN and RM Sports Control Board — £18,550 from FAF as annual subvention for 1982.

Regular Forces Employment Association — £13,025 towards running costs (£6,367 from Sailors' Fund and £6,658 from FAF).

RN Lawn Tennis Association — £12,500 from FAF towards three indoor tennis courts at United Services Sports Club, Portsmouth (initial expenditure to be monitored by DNPTs). Subject to Trustees' approval.

Commando Forces RM — £11,110 from Sailors' Fund for ventilation system and showers for swimming pool at Seaton Barracks, Plymouth. Subject to Trustees' approval.

Grant for TV in HM ships — £10,125 from FAF for new construction/major refits 1982.

Devonport Services RFC — £10,000 towards renovation and partial replacement of floodlighting (£8,000 from Sailors' Fund and £2,000 from FAF).

HMS Sultan — £10,000 towards two squash courts (£5,000 from Sailors' Fund, £2,600 from FAF and £2,400 from VSS).

United Services Sports Club, Portsmouth — £9,000 from Sailors' Fund towards refurbishment of Rugby Club; siting of Portakabin and side coverings for rugby stand.

HMS Osprey — £8,000 interest-free loan from Sailors' Fund towards financing ten-year agreement with Weymouth Golf Club (repayable at £1,000 a year).

HMS Dolphin — £7,750 from Sailors' Fund towards Ford mobile camper (from the latest donation by Pusser's Rum).

RM Commando Units — £5,250 from Sailors' Fund as half-yearly grant.

HMS Cochrane — £5,000 towards sports area flooring in drill shed (£4,000 from Sailors' Fund and £1,000 from VSS).

HMS Thunderer — £4,500 from FAF towards all-weather Playdek tennis courts (£2,250 as grant and similar amount as loan).

Southwick Park Naval Recreation Centre — £4,029 for grass

cutting equipment (£2,000 from Sailors' Fund and £2,029 from FAF).

HMS Dolphin — £3,825 from Sailors' Fund towards carpeting of bar and ballroom of Junior Rates Club.

RM, Plymouth — £3,000 from FAF as part-conversion of loan into grant for laundrette.

Union Jack Club, London — £2,850 from Sailors' Fund as annual grant.

Family visits — £2,000 from FAF towards costs incurred by family visits overseas.

HMS Mercury — £2,000 from Sailors' Fund towards vehicle lift for Motor Maintenance Club.

HMS Osprey — £1,600 from VSS towards synthetic cricket wicket.

Captain of the Fleet's Fund — £1,500 from FAF as annual grant for 1982.

HMS Osprey — £1,400 from Sailors' Fund towards squash court foundations.

HMS Malabar — £1,000 towards air conditioning for Families Club (£750 from Sailors' Fund and £250 from FAF).

United Services Sports Club, Medway — £1,000 from Sailors' Fund towards repair and redecoration of clubhouse.

42 Commando RM, Bickleigh Barracks — Up to £1,000 from FAF towards improvements to dining hall used for social functions.

RNR Solent Division — £858 from FAF towards two .22 target rifles.

HMS Heron — £850 from Sailors' Fund towards ski equipment for Northern Norway detachment.

RN Engineering College Manadon — £700 from FAF towards engine for the yacht Gaheris.

RM Sailing Club — £400 from FAF towards new mainsail for yacht Sea Soldier and conversion to slab reefing.

HMS Sultan — £400 from Sailors' Fund towards repair of Sentinel steam wagon.

Springbok-Radcliffe Convalescent Home — £300 from Sailors' Fund as annual grant.

HMS Sultan — £200 from Sailors' Fund towards building of toilet / washing block at resource and initiative training centre at Fort Bouldnor, Isle of Wight.

MGRM Commando Forces Consolidated Fund — £200 from FAF as annual grant.

Bids which for various reasons received no grants included:

Redecoration and up-dating of Vernon Club (application to be re-submitted); recreational boat for HMS Malabar; and bids from HMS Collingwood for a public address system in the POs' mess and an electric piano for the Volunteer Band.

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OVER TO YOU ...

D. Gladwin, 33 Birley Moor Avenue, Sheffield S12 3AR, would like to contact anyone who could supply him with the No. 1 edition of "Warship" magazine. All expenses paid.

T. R. Hiett, 2 Tichborne Road, Harefield, Southamptn SO2 5HZ, would like to obtain a negative or print "of the following which I helped to construct: Minesweeper 1104 (as built) and Supermarine Scimitar XD 229."

Michael D. Faulds, 62 Montpellier Park, Edinburgh EH10 4NQ, is compiling a postal history of Tristan da Cunha, and is seeking information and photographs relating to any visits by HM ships to the island.

Kevin Greenwood, charge nurse, Overton Ward, St James's Hospital, Locksway Road, Portsmouth PO4 8LD, wonders if a ship's company would help with a sponsored event, or similar effort, to swell the fund raised to take mentally-handicapped patients on a holiday as a break from hospital. They have so far raised £300 of the £1,000 needed.

F. A. Peters, 6 College Street, Burnham-on-Sea, Somerset TA8 1AR, is researching the history of the 15 RN air squadrons which were equipped with Grumman "Avenger" aircraft between 1943 and 1946, and would welcome personal experiences.

C. M. Brown (ex-leading seaman), 14 Waldron Drive, Loose, Maidstone, Kent ME15 9TG would like to contact anyone who served in the Communications Branch on board HMS Royal Albert (Milwaukee) during May 1945. The ship was stationed at Kiel, Germany, and was the home of Naval Party 1734 FONG from May to July 1945.

Mrs M. O. Holland, 19 Duchy Road, Shepton Mallet, Somerset BA4 5TJ, would like to hear from anyone who served aboard HMS Mendip, adopted during Shepton Mallet / Mendip Warship Week March 21-28, 1942. A model of the ship is in the Shepton Mallet museum.

6,000 SAY THANKS FOR WARTIME HOSPITALITY

A UNIQUE "thank-you" in book form, containing the names of 6,000 grateful ex-Service personnel, was presented recently to the South African Women's Auxiliary Services (SAWAS), in recognition of the hospitality and welcome they extended to ships visiting South African ports during the Second World War.

Warspite returns

NUCLEAR Fleet submarine HMS Warspite is due to recommission next month after a refit which began at Chatham Dockyard in May, 1979.

The boat would like to hear from previous Warspite personnel, whether still serving or not, with a view to inviting them to the ceremony. Photographs, stories and articles connected with their time in the present vessel, or previous ships of the name will be gratefully received.

Write to the Public Relations Officer, HMS Warspite, BFPO Ships, London.

New memorial

A NEWLY designed memorial was dedicated in Orkney's cathedral of St Magnus to commemorate the 833 men who lost their lives when the battleship HMS Royal Oak was sunk in Scapa Flow in October, 1939.

A group of 16 ex-service personnel, representing a million beneficiaries of the SAWAS treatment, travelled to South Africa to present the book.

Three hundred guests — including Miss Lucy Bean, head of SAWAS during the war years — attended the presentation, organised by SAWAS House, in Cape Town, where The Book of Thanks is being preserved for posterity.

Overwhelming

During the pilgrimage the group visited Johannesburg and Durban. The welcome and hospitality extended to them by members of SAWAS and the Memorable Order of Tin Hats (MOTH) was overwhelming.

The Book of Thanks, masterminded by Capt. E. A. S. Bailey RN (ret.), who travelled with the group, is the only historical record of the famous series of 47 WS convoys — "Winnie's Specials" — which conveyed a million British and Commonwealth troops around the Cape in three years, representing the largest oceanic movement of British forces ever undertaken.



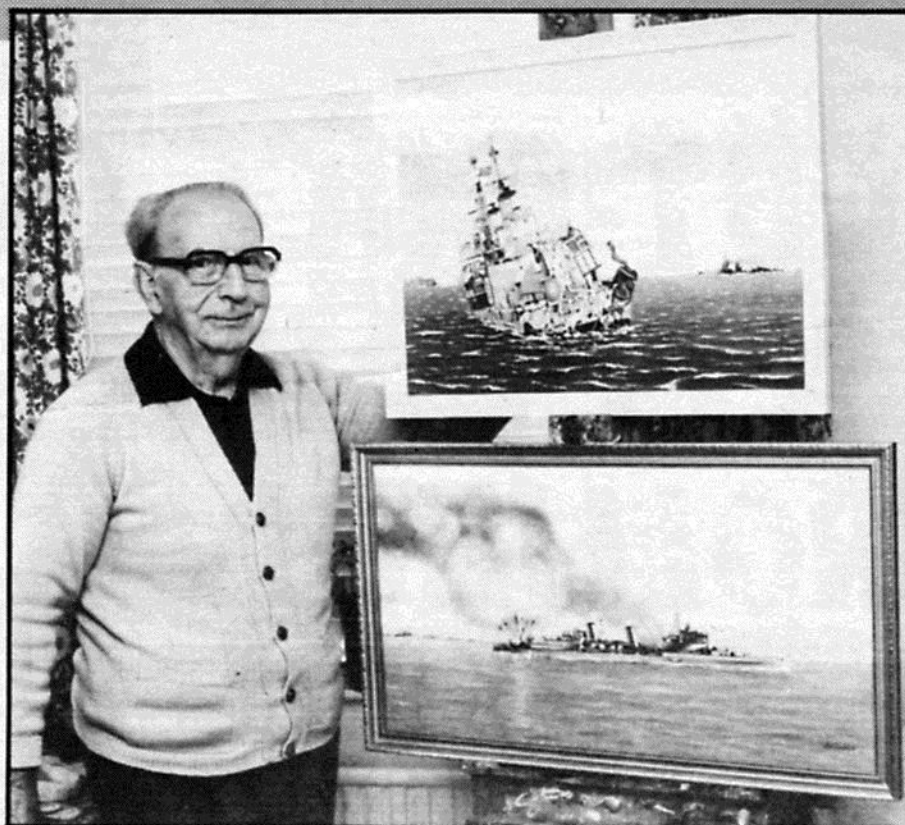
Portrait of Edinburgh's agony . . .

HMS EDINBURGH survivor Les Gould, life-member of Leamington Spa branch, took more than a passing interest in the salvage of gold from his former ship. He was completing a painting of the cruiser while the salvage operation was underway.

Les, whose paintings are much sought after by serving and ex-serving members of the Royal Navy, had a one-man show recently in Skegness.

Having painted for pleasure all his life, he started his own sign-writing business when he left the Navy in 1945. Now he is retired and living in Sutton-on-Sea.

These paintings of the Edinburgh show her receiving her fatal blow and (above) during her last moments.



CALLING OLD SHIPMATES

Mr. Glyn (Buddie) Burgin, Rochdale Home Brew Centre, 63, Oldham Road, Rochdale, Gt. Manchester, telephone 0706-355007, wants to trace LReg George Bramble, who served in HMS Juno 1977-78 and later in HMS Nelson.

Mr. H. C. Pick, 13, Fydehill Crescent, Boston, Lincs., PE21 855, would like to contact officers and men of HMS Corsair, West Indies, with view to organising a reunion.

Mr. A. P. (Billy) Bingham, Electrical Officer, m.v. Pacific Fisher, c/o J. Fisher, PO Box 4, Barrow-in-Furness, Japan, who joined HMS Collingwood on May 24, 1960 would like to hear from former shipmates.

Mr. P. Barry, Royal British Legion, 1, Rathfadden Villas, Waterford, Ire-

land, who joined HMS Impregnable in 1915 and later served in HM ships Vengeance and Suffolk before being invalided in 1920, wonders if any of his old shipmates are still around.

Mr. W. J. Pook, (ex-Chief ERA), 15, Warwick Close, Lee-on-Solent, Hants, PO13 9AZ, would like to hear from old shipmates of HMS Truant, Oct. 1939 to March 1943.

Mr. Harold F. Reed, RASS, Weston Acres, Woodmansterne Lane, Banstead, Surrey SM7 3HB, would like to hear from anyone who served in HMS Eagle, 1929-31.

Lieut.-Cdr. C. G. (Uncle) Pountney RNVR (ret.), Seacrest, Seagrove Farm Road, Seaview, Isle of Wight, who served as a wartime pilot with 816 Squadron, Fleet Air Arm, would like to

contact Lieut. Carter RNVR, former pilot of a Fulmar in Madagascar, and Sub.-Lieut. George Crease RN, who served as observer in a Swordfish, piloted by Lieut.-Cdr. Pountney, which was shot down by the Japanese near Colombo, Easter Sunday, 1942.

Mr. R. D. Mills, 71, Gainsborough Green, Abingdon-on-Thames, Oxon, OX14 5JL, wishes to hear from former members of the ship's company of HMS Constance (Korea), 1949-51, also Wardman Brown who served with him in the barrack guard, Chatham.

Mr. F. Tombs, 35, Rosslyn Park Road, Peverell, Plymouth PL3 4LL, calls all "sparkers" 1934-36 commission, Stonecutters Island W/T station Hong Kong, who remember the meaning of the signals X112-X259, to get in

touch with him.

Mr. J. Mahoney, 49, Lackford Avenue, Totton, Southampton SO4 4BS, would like to contact former shipmates of HMS Jamaica 1943-45, particularly, former LS/LTO Jack Beck, from Wakefield, "Polks" Polkinghorne, former ABST of Hayle, Cornwall and Charlie White, former AB of Southampton.

Mr. L. E. Audley, 9, Long Meadow Way, Canterbury, Kent, telephone 69156, is anxious to trace any member of the ship's company of HMS Sheffield, June 57-Dec. 58, who may remember AB Tony "Butch" Etherington, so he can be invited to the Audley's silver wedding anniversary celebrations in July.

Why some sailors now find it hard to keep their heads above water.

Through injury a promising career as a seafarer, whether from the Royal Navy, the Merchant Navy or the Fishing Fleet, can come to an abrupt end.

Which is, of course, not only disastrous for the seaman, but also for his family.

How on earth are they supposed to keep their heads above water?

Happily there's the King George's Fund for Sailors.

It's a specialist charity designed to support seafarers and their families in difficult times. And thanks to your help last year, we were able to give out over half a million pounds aid to those very people.

They need your help again this year.

Please give something. Their lives may depend on it.

Please send your donations to:-

Lt-Cdr Dymock-Maunsell, 1 Chesham Street, London SW1X 8NF.



KING GEORGE'S FUND FOR SAILORS

UK shipmates salute Pearl Harbour dead

WHEN Shipmate George Toomey, member of Southend-on-Sea branch was in Hawaii, he called at the USS Arizona Memorial at Pearl Harbour, to present a plaque from the branch.

It was given a place of honour in the visitors centre, spanning the sunken battleship. In response to this gesture, Capt. Richard C. O'Sullivan, Commander United States Naval Activities in the UK, gave the branch the US flag which was flying at the memorial when the presentation was made.

With it went a certificate of flag presentation and the flag of Hawaii given by the US Navy League. The gifts were received, on behalf of the branch, by the president, Vice-Admiral Sir Philip Watson, at Southend's Trafalgar Night dinner.

Trafalgar Day was celebrated by Shipmates of Skipton, who held a buffet dance and invited as guest of honour Miss Yorkshire (Sandra Thorpe).

Ferry

A party of shipmates from Skipton and Harrogate, heading from Portsmouth to Cherbourg in a cross-Channel ferry, spliced the mainbrace at noon when the ship was at Spithead, and were joined by members of the ship's company.

At Rugby Trafalgar Night celebrations, £200 was presented to Mr. J. Pawsey MP, who received it on behalf of Brooke Special School for local handicapped children. The Central Charities Fund received £62 and £50 went to TS Fury, Rugby Sea Cadets Unit. Most of the money was raised by Mrs. Dot Batten, by means of a sponsored parachute jump.

Shoot

The annual .22 shoot and inter-branch games held at Stratford-upon-Avon attracted a bumper turn-out of teams. West Bromwich won the shoot with Stratford runners up. The darts trophy went to Leamington B team. The cribbage contest was won by Tamworth A and their B team won the dominoes. A £25 cheque was donated to the Central Charities Fund.

For their 46th annual dinner-dance, Bradford broke with tradition and invited a lady as chief guest. Chief Officer Valerie Thomas, WRNS, followed a long line of distinguished captains and

admirals. Verdict of the lads was: "She's a right grand lass and can come aboard anytime."

Shipmate Dennis Watkins, chairman Birmingham Central, has returned from a visit to the USA, and hopes to form a new branch in San Francisco. During his visit he met Mr. Simon Overton who served in HMS Kent, and who has 20 ex-RN personnel on his list who are keen to form a branch.

A sponsored walk by shipmates of Gloucester is expected to raise £1,000 for an electrically operated wheelchair. The walkers covered the ten miles to Cheltenham, with Shipmate Tony O'Connor carrying the branch standard. They were helped on their way by "tot stops" and a piper from an Irish Pipe Band, who played them out of Gloucester and into Cheltenham.

Dedications

Three hundred members and friends attended Harwich annual charity dance, supported by shipmates of Chelmsford, Braintree, Dagenham, Thetford, Ipswich, Cambridge, Walton-on-Naze and Southend. The event raised £230 for Harwich Lifeboat.

Shipmates of Thetford paid a visit to the Star and Garter Home and donated £200 for a new bed. They also entertained members from Harlow branch and the evening's entertainment raised £25 for charity.

Yeovil who recently dedicated their standard, boast a growing membership and have 25 to 30 present every month at their meetings which take place on the second Thursday of the month at the RAFA Club, Yeovil.

There was a big turn-out for the dedication of Christchurch standard with representatives of 29 branches parading 33 standards. A service at Priory

THIS striking grill in honour of the Fleet Air Arm graces their memorial chapel in St Augustine's Church, RN air station Yeovilton. It frames a solemn moment as Shipmate Doug Trickle presents Yeovil branch standard for dedication by the Rev. Graham Batten. The grill, showing the outline of a Phantom jet, was designed by Major Smeaton-Stewart.

Picture: LA(Phot) David Titchener.

Church was conducted by the vicar, the Rev. Basil Trevor-Morgan, assisted by the branch chaplain, the Rev. Arthur Lewis.

Standards were paraded to the music of HMS Daedalus Volunteer Band and the salute taken by Rear-Admiral G. I. Pritchard. A reception was held at the Royal British Legion Club, the buffet being provided by the ladies committee.



Reunion aid for statue fund

AS PLANS for Maritime England Year progress, we open it with some good news: from Headquarters, a dispatch to say that the £656, raised from the sale of programmes at Reunion, has been sent to the Mountbatten Statue Appeal Fund.

And for sailors young and old, there is good news from Sealink's Channel Island services. To mark Maritime England Year, they are offering RNA members a ten per cent discount on their range of Bonus Breakaway holidays.

The offer, applying only to sailings from Portsmouth, covers one to seven-night stays, bed, breakfast and evening meal with coach transfer to and from the hotel. With starting prices as low as £33 it's a good excuse to exercise the sea legs.

Details are available from British Rail Travel Centres, or Sealink, Norman House, Kettering Terrace, Portsmouth PO2 7AE — telephone Portsmouth 0705-755111.

Jobs for the boys

DESPITE the recession, the Regular Forces Employment Association have succeeded this year in placing 47 per cent of those registered, compared with 65 per cent in previous years.

The Association has found work for over 4,000 who have left the services within the past two years, and 500 who had left earlier.

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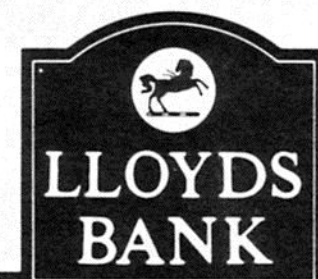
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REUNIONS

The 40th anniversary of the sinking of HMS Barham was commemorated at a memorial and wreath-laying ceremony in Westminster Abbey, followed by a reunion dinner in HMS President, attended by 200 members and guests of HMS Barham Survivors Association.

The wartime Ark Royals met at Portsmouth to mark the 40th anniversary of the sinking of the second world

war carrier. A memorial service and reunion dinner were attended by Rear-Admiral P. D. Gick, who served in the Ark when she commissioned in 1938.

HMS Delight reunion will take place in May 29-30 at the WOs and CPOs Mess, HMS Nelson. Crew members of D-boats who wish to attend contact Mr. Ted Horner (Delight), 21, Dandow Road, Denmead, nr. Portsmouth, Hants. PO7 6PU. Telephone Waterloo 65458. Stamped addressed envelope appreciated.

Bath White Ensign Old Comrades Association are holding their 50th annual reunion dinner at Fort's Restaurant, on April 23. For details contact Mr. E. Chesterman, 27, Hampton View, Fairfield Park, Bath, Avon BA2 3PQ.

HMS Heythrop commemorative service will be held in the village church of Heythrop, near Chipping Norton, Oxfordshire, on Saturday afternoon, March 21. A welcome is extended to former members of the ship's company, who may have some news of Lieut.-Cdr. Stafford, the ship's commanding officer. For details of service contact Miss M. Picken, "Halcyon", Heythrop, Chipping Norton, OX7 5TN.

OBITUARY

Shipmate Reg Picton, Bradford and District, Nov. 5, aged 56.

Shipmate Ralph Dorme, Watford, Nov. 9, aged 58.

Shipmate George Chandler, founder member and former vice-chairman, Rugby, Nov. 4, aged 67.

Shipmate William Summerscales, Rugby, Oct. 29, aged 52.

Shipmate H. Roberts, chairman, Congleton, Nov. 8, aged 62.

Shipmate J. Albiston, life-member, Malta, Nov. 4.

LESSONS IN TRUST HELP

THE ROYAL Naval Benevolent Trust gives a helping hand to people of all ages in the naval family, one of them being a girl whose particular need was help over school fees.

Mrs. Dawn Fretwell, of Southsea, was widowed last January and faced the problem of school fees for daughter Susan (11), until the end of term, when it was hoped she would

gain a free place.

Mrs. Fretwell's husband, Kenneth, had served in the RN from 1938 until 1971 and, with such close links with the Navy, it was natural that she turned to a naval friend for guidance. He encouraged her to talk to the RNBT over the school fees problem.

The Trust's Grants Committee agreed firmly that Susan's educa-

tion should not be interrupted, and awarded a £499 grant to cover the fees needed.

Susan is progressing well at school and her ambition is to become a veterinary surgeon. She enjoys swimming and Guides, and also takes part in a group which sings and dances at old people's homes and hospitals.

Big rise in aid demand ahead?

THE POSSIBILITY of a surge in demand for help from the Royal Naval Benevolent Trust in the coming years was mentioned at the Trust's annual meeting in London.

Addressing the meeting the Second Sea Lord (Admiral Sir Desmond Cassidi) said: "The memory of the last naval war fought in home waters is receding. Almost two generations have passed since the Battle of the Atlantic. It is a sad but inevitable fact that many of the older men who fought in the Second World War will soon need your help, if

they do not do so already.

"Next year, your diamond jubilee could mark the beginning of a great surge in demand as men, little more than 30 years old at the outbreak of war, enter their middle seventies, and old age, aggravated perhaps by war wounds, really catches up with and incapacitates them.

Inflation

"And this at a time when, in common with other charities, you are caught between the ravages of inflation and people's reluctance, or inability, to increase their donations to keep pace.

"As some of you know, I have been very much in favour of a wider adoption of a Charity

Chest scheme throughout the Navy. Already some establishments ensure that all charitable contributions are pooled in some way locally and are overseen by a suitable form of committee.

"If this were to become more widespread and if we could agree that charitable aims should begin at home, then I believe we would have the means of helping ourselves first and foremost.

"Perhaps this could be spearheaded by King George's Fund for Sailors, which acts as a clearing house for many of our naval charities."

Sailors responded wonderfully to calls for charitable aims, he said. Most ships and estab-

lishments preferred to let this run its course — either for national or local causes — and that he profoundly applauded.

Dedication

"But if the Royal Navy could channel the generosity that undoubtedly exists, to give emphasis to supporting naval charities, which in turn provide such valuable after-care and such essential help for service and ex-servicemen and women who fall on hard times, I believe it would greatly enhance your capabilities."

Paying tribute to the work of the RNBT, Admiral Cassidi said: "We are all most grateful for the dedication and conscientiousness with which this work has gone forward."



Expenditure hits record

PRESENTING the RNBT's 59th annual report, the president (Vice-Admiral Sir John Roxburgh) said the Trust's expenditure in 1980-81 in furtherance of its primary objects reached a record total of just under £612,000.

Behind that single figure lay a wealth of hard work and sustained effort, he said.

Accounts for the year, presented by the retiring honorary treasurer Mr. G. Coulson, showed that expenditure on grants increased by 23½ per cent from £335,303 to £414,234, following a 21 per cent increase the previous year.

Rosyth group all set for casework

THE ROYAL Naval Benevolent Trust has now set up a Rosyth Local Committee, and members are looking forward to becoming involved with casework activities in the area, as well as helping with individual problems in their own establishments.

Other recent changes include a reduction in the size of the Local Committees at Plymouth and Chatham, although the size of the Portsmouth Local Committee (which also acts as the Trust's Grants Committee) is to remain little changed.

Ark Royal

Chairman of the new Local Committee at Rosyth is FCAEA J. M. Hasney, who joined the RN in 1954. His ships have included HMS Victorious and HMS Ark Royal, and he is now serving in HMS Gannet.

MEA(H)1 C. R. Wright, who is deputy chairman, joined the Navy in 1959 and is now serving in HMS Caledonia.

Sgt. A. Wilson, the hon. treasurer, joined the Royal Marines in 1965 and is now serving at Condor.

Pensioner

Mr. R. Purnell, post secretary, who is a pensioner CCY, joined the Navy in 1943 and has served in many parts of the world, including a long spell in Australia. He is deputy superintendent of the Scottish Naval, Military, and Air Force Veterans' residence.

Correspondence affecting the Rosyth committee can be channelled to Mr. Purnell at Whiteford House, 53 Canongate, Edinburgh EH8 8BF (Telephone 031-5566827 Ext. 5).

'Uncle Norman' takes over

KNOWN to many as "Uncle Norman," Chief Weapons Electrical Artificer Norman Hill has been elected honorary treasurer of RNBT in succession to Mr. Gerry Coulson, who relinquished office on December 31.

Chief Hill joined the Royal Navy in 1941, trained at the Mechanical Training Establishment at Rosyth (now HMS Caledonia) and served in HM ships King George V, Duke of York, Maldstone, Royalist and others.

For a number of years he has been based at the Submarine School, HMS Dolphin.

He has served on the



RNBT Central Committee since 1974 and has been a member of the Executive Committee since 1975.

He was awarded the BEM in the 1980 New Year's Honours List, the citation including recognition of his enthusiastic work for the RNBT.

Since the inception of the Trust in 1922, this is only the fourth occasion that the honorary treasurer has been a serving rating of the Royal Navy.

RNBT

made grants
of more than

£400,000

last year.

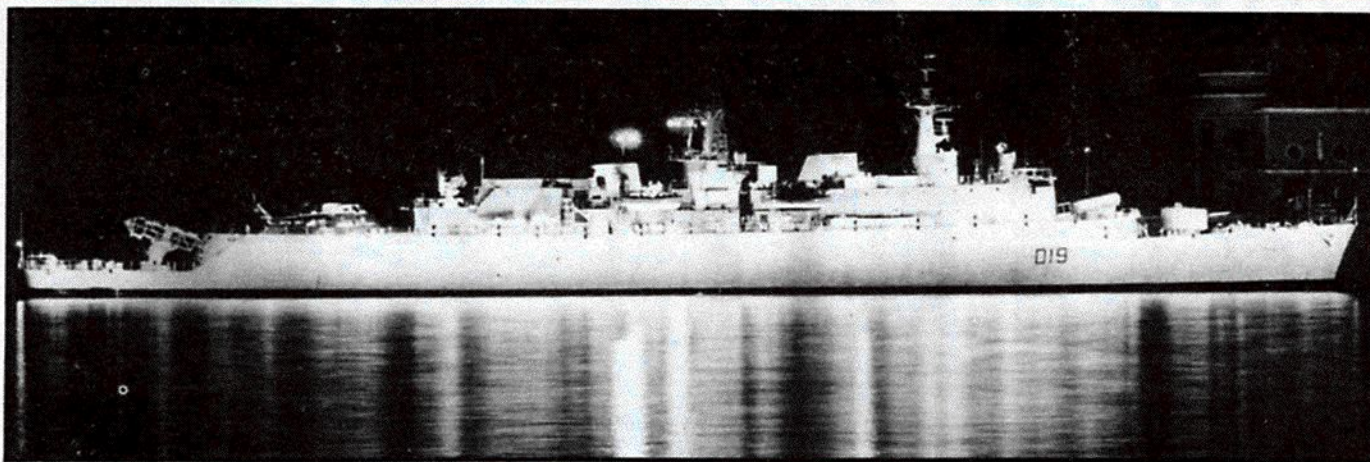
Will YOU give

RNBT

YOUR support?

Grants Committee: 2a Tipner Road, Portsmouth, Hants. PO2 8QR
General inquiries: Head Office, High Street, Brompton, Gillingham ME7 5QZ

GULF REPORT

FLOODLIT
IN NAPLES

● HMS Glamorgan floodlit in Naples harbour.

Plenty of exercise for Glamorgan

**LONG
AND
SHORTS
OF IT!**

HEADING for the Gulf before her unexpected return home, HMS Glamorgan exercised with ships of six other countries — France, Portugal, the United States, Italy, Greece, and Oman.

On passage to Gibraltar the Glamorgan, in company with HMS Ambuscade and RFAs Fort Austin and Pearlleaf, had conducted exercises with the French and Portuguese.

Crammed into a hectic four-day stay in Naples were trips to Pompeii, Herculaneum and Vesuvius as well as a variety of sporting events. Flag Officer First Flotilla, Rear-Admiral J. F. Woodward, and his staff joined by air from the UK and remained with the ship until the completion of Exercise Gonzo, conducted with US units in the Indian Ocean.

Meanwhile, the passage across the Mediterranean continued with an exercise with Italian and US forces off Augusta and after meeting up with the Ambuscade and the Pearlleaf, who had visited Corfu, more exercises with Greek fast patrol boats and a Greek submarine provided useful onboard training in preparation for Gonzo.

The task unit, minus the Pearlleaf, made a fast passage from Suez to Aqaba and, for many, their first visit to Jordan. For those who went ashore, snorkelling, swimming, water-ski-ing, canoeing and sailing were among the relaxing and invigorating pastimes pursued.

For many the opportunity to visit Petra, the 2,000-year-old trading city lost to civilisation until the 1930s, was the high point of their time. More than 300 from the Glamorgan, Ambuscade and Fort Austin made the 100-mile journey by coach and pony. Others enjoyed a mutton feast and the great hospitality offered by the small local British community before the journey south through the Red Sea continued.

Off Djibouti, the group exercised with the French and an exchange of officers and gifts (Scotch for pastis) took place. Ten Glamorgan officers and ratings changed places with ten from the USS Coral Sea during the next big event — Exercise Gonzo, which involved 75 aircraft from the Coral Sea, 15 surface units and one submarine.

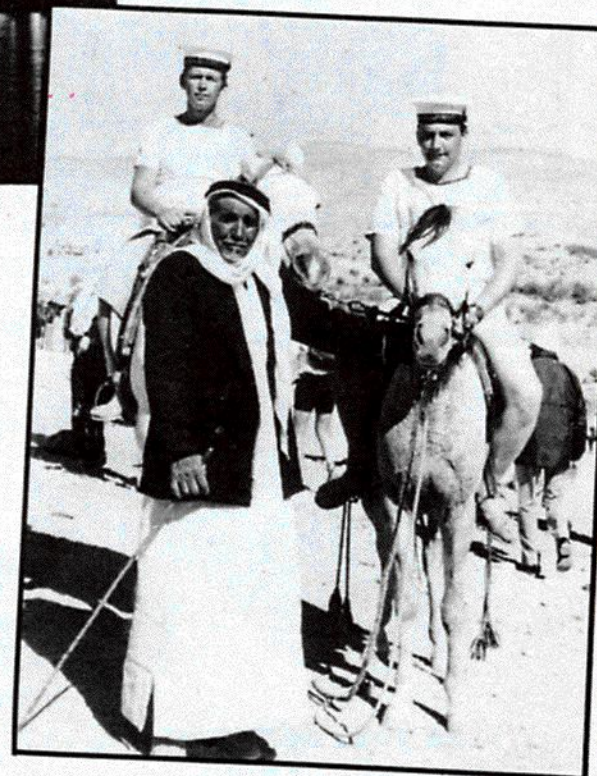
Panache

The exercise culminated in a beneficial meeting of all commanding officers and Ops officers in the Glamorgan for the wash-up — again demonstrating the Royal Navy's ability to conduct warlike and social evolutions with equal panache!

On completion, the RN units detached to the Gulf patrol areas, met up with the French flagship Duquesne, and conducted an overnight exercise with Omani fast patrol boats.

An invitation to the Omanis to anchor at Bandah Jissah for an exercise de-brief gave the ship's company the opportunity to banyan for the first time since Aqaba and it was while leaving that the Glamorgan's propellers suffered damage.

As the Glamorgan headed home, disappointment at not being able to take leave in Mombasa was replaced by the prospect of being home with families for Christmas.



● LS(S) Shilton and LAEM Lilley, from HMS Glamorgan, with two-legged and four-legged friends as they complete the journey to Petra in Jordan.

Happy holiday!

HMS DIOMEDE returned to Portsmouth and HMS Euryalus to Plymouth on December 17 after almost five months of Gulf Patrol duty.

As the Euryalus arrived home to be greeted by 300 relatives and friends, one member of the ship's company brought with him more than just the usual Christmas gifts. AB Stephen Walker had won a £1,000 holiday, with £500 spending money, in the ship's draw.

For two of the ship's company an extra Christmas present came in the first sight of their new babies. Mrs. Jacqueline Stubbs presented 12-week-old Lee Andrew, and Mrs. Lorraine Cantle seven-week-old Sharna Lorraine, to their respective husbands.

During the deployment, 12 eight-man teams from the Diomedes took part in a timed seaboard race for the recovery of Oscar, the man-overboard dummy. Winners of the Inter-Mess Trophy (a converted loo seat) were Stokers A, led by LMEM McKinnon, who notched up a time of 5min. 44sec. — five seconds ahead of the Fo'c'sle team.



THE PAST seemed to catch up with the Gulf-bound HMS Active as the ship changed into whites after passing through the Suez Canal.

When the time came to search out those elusive tropical uniforms, it seems that some dug a little deeper than others! Pictured, to the horror of the commanding officer, Cdr. Peter Franklyn, in their not-so-short shorts are CPOSA Jim Chapman

(left) and CPO(OPS)(R) Ian Hutchinson.

Earlier, during the ship's stopover in Gibraltar, the Active beat HM ships Sheffield and Hecate into second and third places in the Navy's traditional Rock Race. This time there was a new slant, with the Active also holding a "Walters' Race," in which the runners, dressed in appropriate rig, carried a tray bearing refreshment.

Survey reunion

THE Royal Navy's survey recorders are celebrating their 75th anniversary with a buffet supper and disco evening at the Royal Fleet Club, Devonport, on Saturday, April 17.

Members, ex-members and families are invited. For tickets (£3 each) and further information, contact FCPO D. Carey, Hydrographic Department, Taunton (tel. Taunton 87900, ext. 244); or FCPO R. F. H. Scrivens, Hydrographic School, HMS Drake (tel. Plymouth 555953). Cheques should be made payable to "Survey Reunion."

LEANDER STEAMS UP

A GROUP from HMS Leander travelled to Bridgnorth (Salop) to see "LMS" Leander work up steam again. A ceremony marked the return to main-line running order of the Jubilee-class 5690 Leander after boiler and mechanical repairs lasting 15 months.

Cdr. H. S. Drake (commanding officer of the frigate) unveiled the locomotive's nameplate, and there was an exchange of mementos between ship and engine before the ship party took a footplate trip along the Severn Valley line.

Based at Steamtown, Carnforth, the loco has a series of special journeys arranged for this year, and in February will be on display at the National Railway Museum in York.

Built at Crewe in 1936 for the London, Midland and Scottish Railway, the Leander eventually went for scrap in 1964, but was later retrieved from a

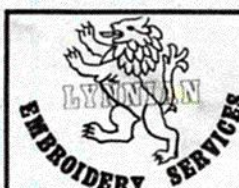
South Wales scrapyard by a group of businessmen, and restored to full running condition.

She is one of a small number of steam locos, permitted to run on BR main lines, and in the 1970s operated many special trains.

Now owned by Leander Locomotives Ltd., she has had another "refit" and established links with her namesake RN ship.

Superb cruise

HMS SUPERB sailed from Devonport at the end of November for a nine-week Christmas cruise. The Captain 2nd Submarine Squadron (Capt. G. Jaques) was embarked for the first part of the cruise.



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FRASER ALTAR DEDICATED

AN ALTAR commemorating Admiral of the Fleet Lord Fraser of North Cape, who died in February, 1981, was dedicated in St Barbara's Church, HMS Excellent, on December 6.

Designed by the Captain of HMS Excellent, Captain J. J. Streetfield-James, the altar was made in English oak by Mr. Vic Carter, who until recently was the command works adviser to CINCPACVHOM.

The shape of the altar resembles an anvil, the symbolism being that Lord Fraser was the hammer which helped forge victory in the European and Eastern war zones during the last war, as well as having been involved, technically, in the development of the 14in. gun turret.

DUKE OF YORK

With the inscription "1888 Lord Fraser of North Cape 1981," the altar is decorated with the badge of a Knight Grand Cross of the Order of the Bath, the cypher of an Admiral of the Fleet and a Soviet decoration awarded to Lord Fraser.

On the base is a tampion of a 5.25in. gun from P1 mounting, HMS Duke of York, in which Lord Fraser flew his flag while Commander-in-Chief Home Fleet. The tampion was given by Mr.



Tom Ferrers-Walker, an old shipmate of the Admiral, who possesses a fine collection of naval memorabilia.

More than 200 distinguished guests were present at the service, led by Admiral of the

Fleet Sir Edward Ashmore, who served as Lord Fraser's signals officer. Senior serving officers who attended included Admiral Sir Henry Leach (First Sea Lord), Admiral Sir Desmond Cassidi (Second Sea

Lord) and Admiral Sir James Eberle (Commander-in-Chief Naval Home Command).

The address and dedication of the altar was performed by the Provost of Portsmouth, the Very Rev. Michael Nott.

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POINTS LEADERS

THE FOLLOWING table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

Intermediate (Int) indicates that men can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "basic dates" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during November.

PO(EW)RS(W) — Int (7.7.81), 1; LS(EW)LRQ(W) — Dry, 3; PO(M) — Int (17.11.81), 3; LS(M) — Int (27.7.81), 9; PO(R) — Int (11.3.81), 5; LS(R) — Int (9.9.81), 9; PO(S) — Int (25.6.81), Nil; LS(S) — Int (22.3.81), 3; PO(D) — Int (8.7.81), Nil; LS(D) — Int (6.7.81), Nil; PO(MW) — Int (20.5.80), Nil; LS(MW) — Int (18.6.80), Nil; PO(SR) — Int (24.7.80), Nil; LS(SR) — Int (8.7.81), Nil; POPT — Int (9.10.79), Nil; RPO — 203, 2; RS — 199, 7; LRO(G) — Int (29.9.81), 15; CY — Int (11.9.79), Nil; LRO(T) — Int (9.9.80), Nil; PO(SM) — Dry, Nil; LS(SM) — Int (11.11.81), 9; PO(TS) — Int (19.3.81), 1; LS(TS) — Int (6.5.81), Nil; RS(SM) — Int (12.12.78), Nil; LRO(SM) — Dry, 8; PO(UW) — Int (3.8.81), Nil; LS(UW) — Dry, Nil; POEM(M) — Int (17.9.81), 6; LMEM(M) — Int (3.9.79), 9; POEM(L) — Int (13.10.81), 3; LMEM(L) — Int (7.7.80), Nil; POWEM(O) — Dry, 5; LWE(M) — Dry, 8; POWEM(R) — Dry, 8; LWE(M) — Int (18.10.81), 10; POWEM(M) — Int (20.11.80), Nil; LMEM(M) — Int (7.1.81), Nil; POWEM(L) — Dry, Nil; LMEM(L) — Int (15.10.81), 2; POWEM(O) — Dry, 3; LWE(M) — Int (17.9.81), Nil; POWEM(R) — Dry, Nil; LWE(M) — Int (15.9.81), Nil; POWTR — Int (12.9.80),

8; LWTR — Int (11.6.81), 9; POSA — 250, 3; LSA — Int (12.11.79), 6; POCA — Int (26.3.81), 2; LCA — Int (29.10.80), 3; POCK — 598, 3; LCK — Int (4.10.79), 2; POSTO — 376, 3; LSTD — Int (18.7.79), 5; POMA — Int (12.2.80), 3; LMA — 106, 3; POAEM(M) — Int (20.12.79), 3; LAEM(M) — Int (26.10.79), 8; POAEM(L) — Int (15.12.80), 3; LAEM(L) — Int (14.6.79), Nil; POAEM(R) — Int (19.2.81), Nil; LAEM(R) — Int (23.11.79), 1; PO(AH) — Int (29.3.80), Nil; LA(AH) — Int (15.11.79), 4; POA(SE) — 590, Nil; LA(SE) — Int (29.2.80), Nil; POA(PHOT) — 322, Nil; POA(MET) — 423, Nil; POACMN — Int (20.3.80), Nil;

POWREN AEM(M) — Int (14.11.80), Nil; LWREN AEM(M) — 84, Nil; LWREN AEM(WL) — Dry, Nil; LWREN AEM(R) — Dry, Nil; POWREN CK — Int (22.7.80), Nil; LWREN CK — Int (22.7.80), Nil; LWREN TEL — Int (19.6.79), Nil; POWREN DSA — Int (14.5.80), Nil; LWREN DSA — 131, Nil; POWREN MET — 529, Nil; LWREN MET — 160, Nil; POWREN PHOT — 393, Nil; LWREN PHOT — Int (2.10.79), Nil; POWREN (R) — 112, Nil; LWREN (R) — 142, 1; POWREN RS — Int (25.3.80), Nil; LWREN RO — 109, 1;

POWREN STD O — Int (26.1.81), Nil; LWREN STD O — Int (14.8.79), Nil; POWREN SA — Int (26.11.79), Nil; LWREN SA — Int (4.10.79), 3; POWREN TSA — Int (18.12.80), Nil; LWREN TSA — 151, Nil; POWREN WA — Int (17.7.80), Nil; LWREN WA — 115, Nil; POWREN WTR G — Int (30.9.80), 1; LWREN WTR G — Int (1.10.79), 8; POWREN WTR P — Int (12.3.80), Nil; LWREN WTR P — Int (2.10.79), Nil; LWREN WTR S — Dry, Nil; POWREN D HYG — 59, Nil; POWREN REG — Int (3.8.81), Nil; POWREN PT — Int (14.10.80), Nil;

The Basic Rates quoted for WRNS ratings in the following categories, which have no

examination for the next higher rate, are applied in accordance with BR1066 Chapter 22.

POWREN QA — Int (24.7.81), Nil; POWREN ED — Int (26.9.81), 1; POWREN MT — Int (1.11.79), Nil; LWREN MT — 87, Nil; POWREN TEL — Int (4.5.81), Nil;

The total points of the Top Eligible Rating do not include those awarded November 30. These are not reflected in the total points until February 1, 1982.

*A number of ratings have become

qualified for advancement on August 1, 1981 as a result of gaining their second "Now" recommendation on May 31 1981. Because some of these men have been on the advancement roster for a number of years, if they were now quoted as the top eligible rating it would give a false impression of the true length of the roster.

Rosters marked with an asterisk have one or two of these men at the top, but the points basic date shown are those which give a true guide to the average points/wasting time.

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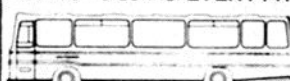
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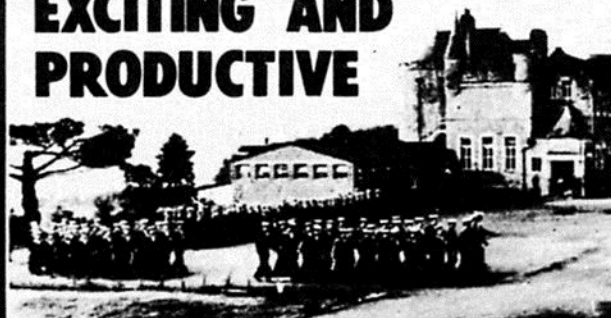
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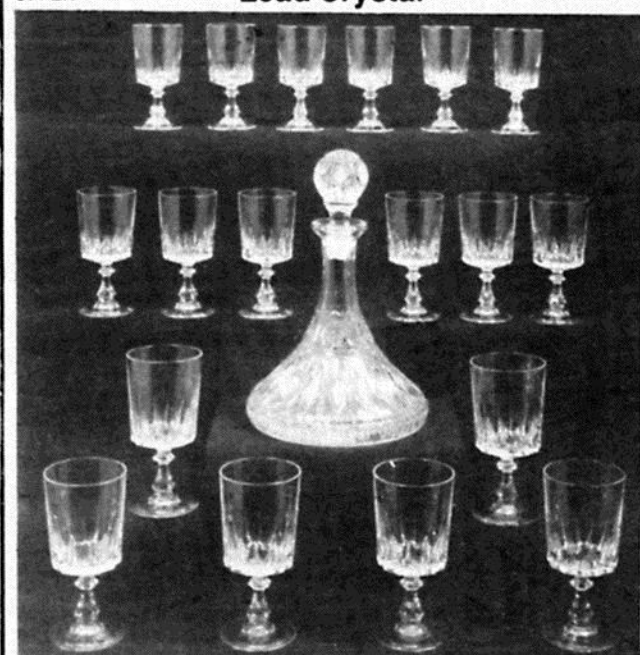
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Details of the applicants are as follows:

Jean (31), single, 5ft. 8in., brown hair, blue eyes, one child, Potters Bar, Herts.
Shelia (52), widow, 5ft. 4in., brown hair, green eyes, Stratglass, Inverness-shire.
Sharon (23), single, 5ft. 8in., blonde hair, blue-grey eyes, Fareham, Hants.
Pam (33), divorced, brown hair, green eyes, one daughter (14), Loughborough, Leics.

Annette (18), single, blonde hair, blue eyes, South Tottenham, London.
Mrs. S. (46), widow, 5ft. 5in., fair hair, blue eyes, Durban, South Africa.
Phil (17), single, 5ft. 3in., brown hair, hazel eyes, Bristol.

Josie (43), single, 5ft. 5in., chestnut hair, blue eyes, Bristol.
Lynn (18), single, 5ft. 1in., blonde hair, blue eyes, Welwyn Garden City, Herts.
Jennifer (16), 5ft. 5in., auburn hair, brown eyes, Wythenshawe, Manchester.

Eileen (43), divorced, 5ft. 2in., brown hair, blue eyes, Bristol.
Joan (48), single, 5ft. 4in., brown hair, grey eyes, Dagenham, Essex.
Kathryn (20), single, 5ft. 11in., brown hair, grey eyes, Bromsgrove, Worcs.

Sally (19), single, 5ft. 4in., brown hair, brown eyes, Bristol.
Julie (17), single, 5ft. 1in., fair hair, blue eyes, Lowestoft, Suffolk.
Allison (19), single, 5ft. 5in., auburn hair, grey-green eyes, Woking, Surrey.

Sue (25), single, 5ft. 7in., brown hair, blue-green eyes, Bishops Stortford, Herts.
Keiren (18), single, brown hair, blue-green eyes, Motttingham, London.
Jean (25), single, 5ft., brown hair, brown eyes, Motttingham, London.

Tina (29), separated, 5ft. 9in., dark hair, green eyes, one child, Welwyn Garden City.
Sarah (17), single, 5ft. 6in., brown hair, blue eyes, Reading, Berks.

Jacqueline (38), divorced, 5ft. 2in., blonde hair, blue eyes, Calne, Wilts.
Deborah (16), 5ft. 9in., brown hair, hazel eyes, Middlesbrough, Cleveland.

Lynn (23), single, 5ft. 4in., ginger hair, brown eyes, one daughter (four), Aberdeen.
Sue (23), single, 5ft. 5in., brown hair, blue eyes, Bristol.

Lynne (38), widow, 5ft. 5in., fair hair, blue eyes, Wemyss Bay, Renfrewshire.
Kay (20), single, 5ft. 6in., blonde hair, green eyes, Bristol.

Julie (19), single, 5ft. 6in., auburn hair, blue eyes, Cardiff, Glam.

Eileen (21), single, 5ft. 3in., chestnut hair, blue eyes, Salford, Lancs.
Sian (24), 5ft. 3in., brown hair, green eyes, Llanelli, Dyfed.
Sonia (19), single, 5ft. 5in., dark hair, hazel eyes, Bristol.

Susan (25), single, dark hair, Bradford, Yorks.
Barbara (32), single, 5ft. 5in., brown hair, blue eyes, Pontypool, Gwent.

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Samantha (16), 5ft. 4in., brown hair, brown eyes, Harrow, Middx.

Pat (27), single, 5ft. 4in., blonde hair, Kennington, London.

Maggie (17), single, 5ft. 4in., black hair, brown eyes, Cambridge.

Allison (18), single, 5ft. 1in., brown hair, hazel eyes, Manchester.

Karon (18), single, 5ft. 1in., brown hair, blue eyes, Plymouth, Devon.

Lisa (17), single, 5ft. 2in., brown hair, Wembley, Middx.

Elaine (31), divorced, 5ft. 5in., ginger hair, hazel eyes, two children, Dewsbury, Yorks.

Violet (25), divorced, auburn hair, blue eyes, Northolt, Middx.

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Lynn (34), separated, brown hair, blue eyes, Glasgow.

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Michelle (22), single, 5ft. 4in., brown hair, blue eyes, Bournemouth, Dorset.

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Julie (19), single, 5ft. 1in., brown hair, green eyes, Tolladine, Worcester.

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Lita (27), divorced, 5ft. 7in., fair hair, blue eyes, Eastbourne, Sussex.

Beverley (20), single, 5ft. 7in., blonde hair, blue eyes, Stourbridge, W. Midlands.

Mrs. S. (28), divorced, 5ft. 3in., brown hair, blue eyes, two children, Portsmouth.

Sharon (19), single, 5ft. 5in., auburn hair, green eyes, Stourbridge, W. Midlands.

Jennie (27), single, 5ft. 7in., black hair, brown eyes, Redditch.

Allison (30), divorced, brown hair, hazel eyes, Wellingborough, Northants.

Lisa (23), single, 5ft. 3in., brown hair, blue eyes, Bristol.

Linda (20), single, 5ft. 2in., blonde hair, blue eyes, Paignton, Devon.

Liliana (17), single, 5ft. 4in., chestnut hair, brown eyes, Zabbar, Malta.

Julie (22), single, 5ft. 3in., brown hair, blue eyes, Birmingham.

Olive (24), single, 5ft. 6in., blonde hair, blue eyes, Hanworth, Middx.

Penny (17), single, 5ft. 5in., brown hair, blue eyes, Surbiton, Surrey.

Jennifer (24), single, 5ft. 6in., fair hair, blue eyes, Caldicot, Gwent.

Alison (17), single, 5ft. 4in., brown hair, green eyes, North Finchley, London.

Jennifer (28), single, brown hair, blue eyes, Doncaster, Yorks.

Maisie (47), divorced, 5ft. 2in., brown hair, blue eyes, Brentwood, Essex.

Fiona (17), single, 5ft. 4in., brown hair, green eyes, Haddington, East Lothian.

Sharon (19), single, 5ft. 5in., brown hair, blue eyes, Exeter, Devon.

Betty (57), widow, dark hair, brown eyes, Wigston Fields, Leics.

Sharon (21), single, 5ft. 3in., blonde hair, blue eyes, Leicester.

Yvonne (38), divorced, 5ft. 4in., auburn hair, blue eyes, Newcastle-on-Tyne.

Sue (24), single, 5ft., fair hair, blue-green eyes, Neston, Wirral.

Sharon (16), 5ft., brown hair, blue eyes, Hayes, Middx.

Sandra (32), divorced, 5ft. 2in., dark hair, grey-blue eyes, Blyth, Northumberland.

Pauline (43), divorced, 5ft. 3in., brown hair, green eyes, Exeter, Devon.

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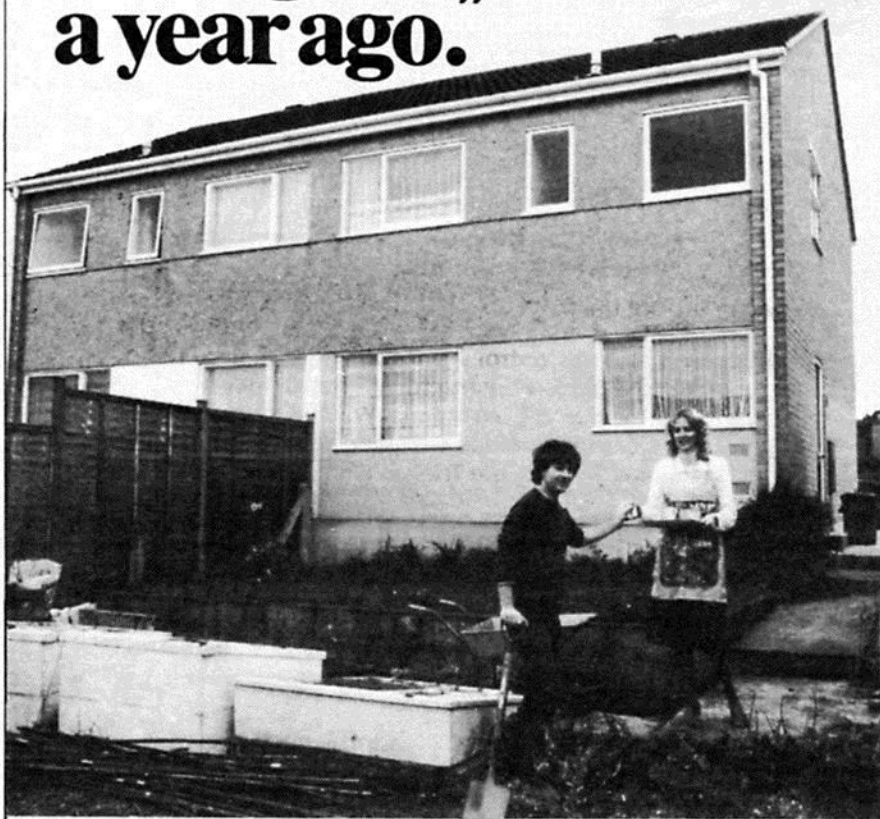
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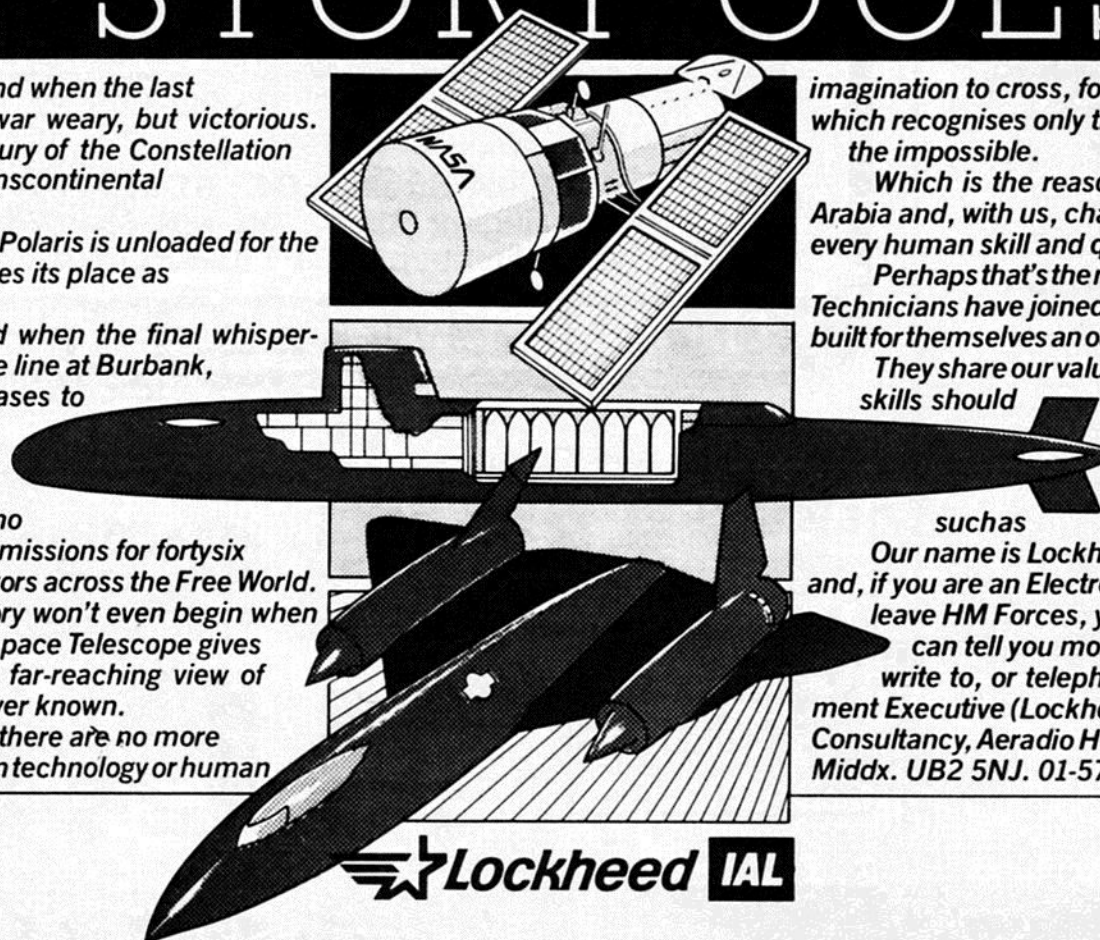
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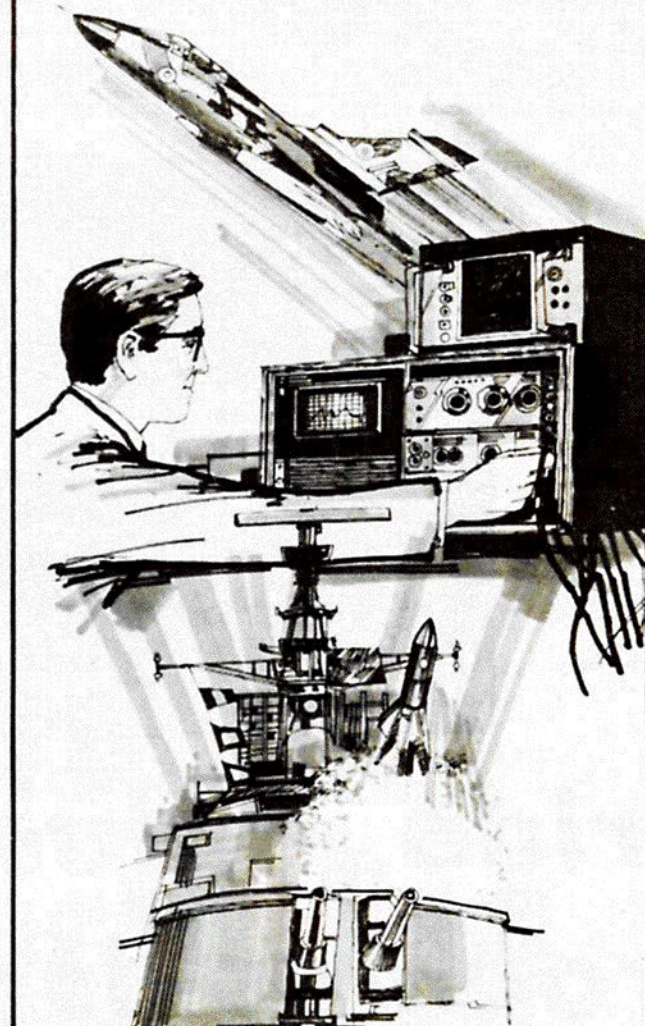
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SPORT

NAVY'S ROUGH NIGHT

MEM Norman Linton was the Navy's only winner in the 7-2 defeat for Combined Services Under-19 against London Under-19. It proved a rough night for the Navy lads, who filled six of the nine CS billets.

Nastiest moment was when SEA Stuart Gill was knocked out in the first round. He spent the night in hospital, but was reported to be fine next morning. Still, the CS U-19 featherweight champion and

1980 NABC finalist, now faces an enforced suspension.

JWEM Jim Mandley was involved in the best scrap of the night, and appeared unlucky to lose a majority decision to Young England welterweight Lee Butler.

Others involved for Combined Services were MNEs John Hallahan and John Davies, and RO Les Purvis.

BEST performance of the night when the Navy met Warwickshire Select at Coventry came from Nick Croombes, who lost a disputed split decision to Errol Christie, current ABA light-middleweight champion and No. 1 in the latest European ratings at under 19.

ABA middleweight champion Brian Schumacher was given a tough workout against Mike Christie (brother of Errol), but came through to win on points in his warm-up bout before boxing

for England against Scotland on December 11.

Jim Peters, ABA junior champion from Titchfield ABC, guested for the Navy and looked impressive, gaining a points win.

Although giving away a considerable amount of weight,

Norman Linton won his fourth successive bout of the season. Craig Haldane continued his winning ways, stretching his unbeaten run to nine with a points win over a dangerous opponent.

Wayne Green, England international, beat fellow international Clyde McIntosh. It was Green's first bout of the season and at times it showed, but he came through in a storming last round to sneak the decision.

The Warwickshire match, held at the Triumph Standard recreation club, was considered the best seen there for many years.

Results: AB W. Green (Intrepid) bt C. McIntosh (pts); MEM N. Linton (Nelson FMG) bt D. Shakespear (pts); SEA (O) B. Schumacher (Vernon) bt M. Christie (pts); AB N. Croombes (Vernon) lost to E. Christie (pts); MNE T. Spinks (45 Cdo) lost to M. Brown (pts); RO C. Haldane (Mercury) bt K. Rudge (pts); AB D. Ricketts (Egeria) bt D. Scott (pts); AB C. Nisbett (Dryad) bt R. Hollins (pts); WEM T. Wilson (Drake) bt M. Fiaz (pts); SEA T. Bell (Vernon) lost to D. Jari (pts); J. Peters (Titchfield) bt R. Robinson (pts). Total: Royal Navy 7, Warwickshire Select 4.

CPOPT Mike Shone, an ABA advanced coach, has been selected to take the national side to Stockholm on January 25 and to act as coach in the England v Sweden international.

In the England team will be ABA middleweight champion Brian Schumacher, who will be gaining his fourth international vest.

Schumacher won for England against Scotland when he stopped Jim McCulloch in the third round. England won 10-1.

Good futures promised

BEST performance of the night when the RN Under-19s met Southern Counties Select at Bognor came from JWEM Jim Mandley (Collingwood), who stopped former Southern Counties champion John

Boxing

Gibbon in the first round.

Since joining the Navy, Mandley has made great progress and looks to have a good future in boxing. On this occasion he won "best boxer of the night" award — a TV set.

Another good display came from MEM Brian Kearney, who gave his hard and strong opponent a boxing lesson, using his feet and speed well and at times showing real class. He also appears to have a good future in the sport.

One of the supporting bouts featured two Navy lads, CK Steve Shiel (Intrepid) against Marine Colin Ellis, and it proved one of the best bouts of the evening.

Results: RO K. Feehan (Mercury) bt R. Stewart (Bognor), pts(u); SEA M. Thorne (Dryad) bt P. Tuckey (IOW), pts(u); SA A. Chambers (Vernon) bt A. Skilton (Bognor), pts(u); MEM B. Kearney (Nelson) bt P. Hope (Chichester), pts(u); AB G. McFarlane (Vernon) lost to J. West (Chichester); JWEM J. Mandley (Collingwood) bt J. Gibbon (Bognor), rsc 1; SEA S. Heryet (Nelson) lost to D. Morris (IOW), rsc 2; CK S. Shiel (Intrepid) bt Marine C. Ellis, pts(m).

Clean sweep

A boxing team of ten novices from HMS Collingwood visited the Royal Military Academy at Sandhurst for a friendly match. Result: Nine bouts contested, nine Collingwood victories.

Battle of bows and arrows

ABA middleweight champion Brian Schumacher (HMS Vernon) takes one on the chin from the Lord Mayor of Stoke-on-Trent during a reception for the Royal Navy v Midlands tournament at Stoke. Watching proceedings are other members of the RN squad for the tournament, which the Navy won 8-1.



Picture: Staffordshire Sentinel.

Pride — plus five trophies — is back

PRIDE was restored by a sweeping victory in the Tri-Service indoor hockey tournament after the Navy had gone down 2-1 in the much-awaited reply against the RAF.

Following the highly successful US tour, came the replay against the RAF, with its disappointing result.

The Navy had started promisingly and pressed hard for 20 minutes but just before half-time the RAF broke away and scored. LWEM Terry Spinks (Cochrane) equalised shortly after half-time, only for the RAF to regain the lead within five minutes, and this sealed the game.

But the Tri-Service indoor tournament brought back the pride of the Navy, who left with all five trophies. The "Man of the tournament" award went to MEA/App Graeme Mather (Collingwood), who led the juniors to wins of 16-3 over the RAF and 6-5 over the Army in the first-ever U-21 indoor Inter-Services.

The seniors retained their trophy with wins of 8-6 over the Army and 11-8 over the RAF. Spinks scored 14 of these goals.

Portsmouth beat Naval Air Command 9-2 in the final of the Inter-Corps Cup to ensure two RN

Hockey

entrants in the national round of the Rank Xerox indoor championship. Plymouth won the Plate for the third place by beating the Royal Engineers 8-5.

WEM Ian Lambkin (Minerva) was the tournament's top scorer with 31 goals.

Outdoors, the Navy Cup final was won by Osprey, who beat Heron 2-1. POPT Polly Perkins pulled back a goal after LPT Garry Beattie and Lieut. Andy Gregory had given Osprey a 2-0 lead.

US Portsmouth suffered their first league defeat 2-0 to Winchester, only then to inflict a first defeat for Southampton University by the same score.

The Navy Under-21 team began their season with a goal-less draw with Sussex, thanks to fine goalkeeping by WTR David McMeekin (Nelson).

The Navy has gained credit on the umpiring front with Lieut.-Cdr. David Gaymer-Derham (Sultan) and Lieut.-Cdr. Doug Roberts (Haslar) receiving their Combined Services badge, while MEA(P) John Aldred won his Indoor CS badge.

Biathlon winners

THE Royal Navy took third place in the National Biathlon Championship men's team event. PMT Pat Dunleavy (RNH Haslar), LPT M. Flaherty (Heron) and LPT Jim Nowak (Achilles) qualified for the event as winners of the South-West Region — not by taking third place, as reported in the December edition.

National championship result (men's team): 1. RAF, 7,505 pts.; 2. Woolwich SC, 7,014; 3. RN Modern Pentathlon Assn, 6,998 pts.



SUCCESS FOR NEW TROPHY

Squash

THERE was a bright ending for the 1981 RN squash scene. The senior side which plays in London were top of their Cumberland Cup League, with eight convincing wins and no defeats, while the new Challenge Trophy proved highly successful.

The tournament for this trophy, which was played in HMS Vernon, is open to any serving player who has not got his RN squash colours. Due to bad weather, entries dwindled from an original 62 to 50, but that was still very good.

CPOPT Pat Beaton looked a strong contender but in his semi-final against a resilient Lieut. Peter Des Clayes came unstuck 3-1. The other semi-final, between Sub-Lieut. Bill Johnson and RN U-25 player Gary Batchelor, went the full five games, with Bill Johnson eventually going through.

The final proved a good game with few mistakes on either side. Bill Johnson played

his stylish game of slow racket control against the more aggressive play of Peter Des Clayes, who triumphed 3-1.

If Bill Johnson can introduce more pace from time to time, he will be a very formidable player.

The Plate competition brought together for the final two RN U-25 players, Sub-Lieut. Ian Lockwood (Nelson) and Cpl. Alan Dunphy (RM Poole). Alan had performed particularly well throughout the tournament, during which he played more times than any other player — six in all. Ian Lockwood finally won 3-1.

The prizes were presented by Mrs. Chrishop, wife of Capt. Ian Chrishop, chairman of RN squash.

Results: Quarter finals: Des Clayes bt Rudge 9-6, 9-6, 9-5; Beaton bt Power 9-0, 9-5, 9-1; Johnson bt Duthie 9-5, 9-0, 4-1 SCR; Batchelor bt Halford 8-10, 7-9, 10-9, 9-4, 10-9.

Semi-finals: Des Clayes bt Beaton 1-9, 9-3, 9-6, 9-3; Johnson bt Batchelor 3-9, 9-1, 9-4, 5-9, 9-4.
Final: Des Clayes bt Johnson 3-9, 9-4, 9-6, 9-3.
Plate: Semi-finals: Dunphy bt Best 9-5, 9-6, 9-10, 7-9, 9-3; Lockwood bt Langbridge 9-1, 9-3, 9-2.
Final: Lockwood bt Dunphy 9-1, 9-5, 6-9, 9-4.

THAT'S THE QUESTION

A question for 1982 is — can the sea legs of Lieut.-Cdr. Robin Bawtree (HMS Ajax) carry him to win his 14th title in his final year before becoming a veteran?

He has CPO Geoff Huggins to contend with, assuming they make the final. CPO Huggins has been having an exceptional season, and will be doing his utmost to be the first rating to win this prestigious event.

Competition is hotting up for players to clinch a place in one of the four teams to represent the RN at the Inter-Services in February. Any players wishing to be considered should enter for the RN championships at HMS Collingwood from January 28-31.

FIGHTING it out with bows and arrows — for the first time since the 13th century, it is reported — were more than 50 soldiers and sailors. At HMS Daedalus the Royal Naval Archery Society were holding their first championships, following the society's formal recognition.

Competing were teams from the Army, Police and Civil Service, and the trophies were presented by the wife of the HMS Daedalus commander, Mrs. C. Scott-Fox, who was chosen by the archers to be their "Lady Paramount."

In days long gone, the Lady Paramount was the final arbiter in all matters of archery on the day of the contest. In modern times she leaves the judging to the judges and just presents the prizes.

The naval champion, with a score of 1,064 (36 golds), was CPO Tony Key (Osprey), and close second was CPO Nigel Stronach (Heron), also with 1,064, but only 35 golds. Third place went to Lieut.-Cdr. Clive Pegden (Daedalus), with 1,044.

The trophy for the first naval club went to Osprey, and the inter-Service trophy was won by the Navy, three of the team members — CPOs Key and Stronach and Lieut.-Cdr. Pegden — coming from Air Command. Fourth member, from Portsmouth Command, was CPO Dave Jones (Mercury).

The RN Archery Society is open to all serving and ex-serving personnel in the RN and RM, QARNNS and WRNS, their dependants and MOD(Navy) employees. Further details from AEA(M)1 A. Key at Portland, ext. 2537, or at 2 Colliers Lane, Wool, Wareham, Dorset (Tel. Bindon Abbey (0929) 462145).

In the picture is "The Lady Paramount" (Mrs. C. Scott-Fox) with the triumphant Navy team in Inter-Service archery. From the left, Lieut.-Cdr. Clive Pegden, CPO Tony Key, CPO Dave Jones and CPO Nigel Stronach.

Picture: LWREN (Phot) J. Redfearn.

'SUPERDOC' DOES IT AGAIN

"SUPERDOC," the Royal Navy's swimming wonder, has again amazed coaches by producing a spectacular performance at the Amateur Swimming Association National Masters Championships.

Surg. Lieut.-Cdr. Alec Mills returned from York with no fewer than three gold medals and two silver in the 25-29 age group — plus a new RN record in the 400m. freestyle event.

In fact, his remarkable performance — which prompted Navy swimming coach

POPT Jim Storey to describe him as a "swimming machine" — came just a fortnight before his 30th birthday.

Alec, principal medical officer at the Royal Naval College, Greenwich, won his hat trick of golds by completing the 100m. individual medley in 63sec., the 100m. freestyle in 54.61sec., and the

400m. freestyle in 4min. 16.67sec.

He came near to breaking another Navy record by completing the 100m. butterfly event in 62.55sec. That won him a silver medal, as did his 72.33sec. swim in the 100m. breaststroke.

At an age when almost all swimmers slow down, Alec is actually improving his performance. Captain of the Scottish Olympic team and a member of the British squad, he is strongly tipped eventually to break a world record in the masters championships.

A CHALLENGE FOR SLALOM NOVICES

ORGANISED during a weekend in Holne Park, Dartmoor, the RNKA slalom championships were run concurrently with remaining inter-Service events which had been washed out in the autumn.

Saturday saw the novice and Canadian events — paddling in a kneeling position. Although omitting three gates, many novices found the course very challenging, but some impressive runs were recorded.

On Sunday the open and team events were held and these counted towards inter-Service results.

The results were:

Open K1: 1 Ian Duncan (BRNC), 2 Lieut.-Cdr. Clive Waghorn (AUWE), 3 WEA2 Dave Faulkner (Sirius). Novice K1: 1 WEA/A Coulter (Collingwood), 2 WEA1 Smith (Defiance), 3 A/A Campion (Fisgard). Team K1: 1 RNEC, 2 Collingwood "A."

Open C1: 1 Sub-Lieut. Steve England (Hermes), 2 WEA/A Gary Packer (Broadsword). Open C2: 1 WEA2 Faulkner and Sub-Lieut. England, 2 WEA1 Pete Morris (Collingwood) and Sub-Lieut. Gavin Short (BRNC).

Ladies: 1 LWREN Anne Wilde (Culdrose), 2 LWREN Karen Sharpe (Drake).

Inter-Services: 1 RAF (453 points), 2 RN (341), Army (59).

Sub-Lieut. Steve England, from HMS Hermes, masters the swirling water to win the Open C1 event at the RN canoe slalom championships.

Picture: Steve Escott (BRNC)



Navy Cup 'first' for Nelson

SO KERMIT got it wrong again, and it was HMS Nelson who first of all disposed of HMS Sultan in the semi-final, and then overcame RNEC Manadon in the final of the Navy Cup, writes Mike Vernon.

Sponsored by Whyte and Mackay for the first time, the final was by all accounts a titanic struggle and, with Brian Powell's drop goal and penalty goal providing Nelson's six points against Manadon's three from a Green penalty, the decisive effort came from Whacker Payne and the Nelson forwards.

My apologies and congratulations therefore; it is also nice to

Rugby

see my landlord's name on the cup for the first time.

The new Burnaby Road West complex in Portsmouth was the venue for the first-ever floodlit Navy match in Hampshire, and both the lights and the pitch were in excellent order on November 25 when the Navy defeated Hampshire by 16 points to 13.

This was an exciting game with both sides trying to play open rugby and the Navy, dominant outside the scrum and in the loose, were prevented by a gritty Hampshire performance in the set places from winning more convincingly.

Bob Penfold and Rod Joy were Navy try scorers, with Gerry Price adding a conversion, a penalty and a drop goal, with the Navy's Trevor Newson scoring Hampshire's solitary try.

Own fault

The following week, with logistic support from the Royal Marines at Lympstone, the Navy played Exeter, also under floodlights, and had only themselves to blame for their 0-4 defeat.

Handling errors and wrong options in the first half, which the Navy dominated, prevented them from establishing a comfortable interval lead, and the second half was a different story with the

SPORT

SOFT GOING BUT KEEN CONTEST

CLEAR skies and good going changed rapidly to snowfall and soft going on the day of the RN and RM Bobsleigh championships.

After fitness training and coaching, team members had

Bobsleigh

moved to Austria for the first real runs of the season.

The convoy taking their four-man and three two-man bobsleighs crossed the Channel and headed for the Olympic Bobsleigh track at Igls, just south of Innsbruck.

Having thoroughly learned the features of the track, the novices had two familiarisation rides. This first ride is the one which can leave you shaking and wondering why anybody ever thought of hurtling down a mountain at speeds up to 75 mph.

Hospital visit

Next move was a day's driving, after which team manager Tim Williams produced a pool of drivers and brakemen for the season's competitions.

Drivers and brakemen got together and formed seven two-man teams, although one team which did not last the week was Nick "Apple" (Turnover) Doyle and Mick Chapman. After a couple of hours in the local hospital, Nick came out hobbling in a plaster and Mick smiling!

Meanwhile, there was tough competition at the top of the team. Chris David and Bob West were battling with Ginge Elliot and Keith Thompson in a brand new bobsleigh. Competition was fierce, both teams produced good times, and the lead kept changing hands.

During final practice on the morning of the championships Dave Maxwell and "Greg" Gregory produced the best time. Clouds appeared mid-morning, and by midday the first snow of the week was falling.

When the competition started at 1600 at least four inches of snow had fallen, changing the going from good to soft. Chris David and Ginge Elliot were even favourites at the start.

Each team had two runs and the aggregate time taken.

Outright

Chris David handled the conditions best which, combined with powerful starts by brakeman Bob West, gave him outright victory.

In the novice section, Paul McIntosh and John Bruce pulled out all the stops when it counted and took the title.

The team moved on to the British junior championships at Winterburg in West Germany, where it was hoped that the Navy would make a strong impression.

Good chance

John Burden, Rod Joy, Slinger Woods and John Ackerman, making considerable impact on his return to top class rugby, were also in the side, and Geoff Fabian and Soapy Watson came on as replacements. All, as well as perhaps Bob Penfold and Wayne Davies, must be in with a good chance of final selection.

January Navy fixtures are: 13th Bath, 20th Metropolitan Police, 23rd Saracens and 27th Cambridge, all away in the afternoon, except Bath, where KO is 1915.

IN BRIEF

Judo well supported

THE RN Judo championships, held at CTCRM Lympstone, were the best supported and most competitive for a long time.

Results: Novice and Yellow: Mne. Reeves (RM Poole) bt Mne. E. Gapper (40 Cdo). Orange and green: Cpl. M. J. Reece (CTCRM) bt Mne. J. Morgan (40 Cdo). Novice under 12st: Mne. N. A. Gunn (40 Cdo) bt Mne. J. Gapper (40 Cdo). Open Kyu-12 Kyu and below: PO McKinlay (Warrior) bt Mne. Corrie (RM Poole). Masters competition, over 35s: WO1 P. Brown (CTCRM) bt Cdr. N. J. Mills-Hicks (BRNC). Extra Lightweight under 60K: Mne. S. Weir (RM Deal) bt A/A C. W. Jeffers (Fisgard).

Half Lightweight under 65K: LAM D. Hussey (Daedalus) bt AEM S. Baker (Culdrose). Lightweight under 71K: RCT M. Russell (CTCRM) bt Mne. D. T. McQuaid (40 Cdo). Half Middleweight 71-78K: Cpl. C. R. Williams (Cdo Log Regt) bt Mne. C. Duggan (RM Poole). Middleweight 78-86K: WEA A. J. Neilson (Collingwood) bt Mne. R. Filton (RM Poole). Light Heavyweight 86-95K: Sgt. A. J. Green (RM Poole) bt Cpl. M. J. Reece (CTCRM). Heavyweight over 95K: PO R. McKinlay (Warrior) bt Cpl. A. Wilkins (CTCRM). Open Competition 1Kyu and

above (Samurai Warrior): RCT M. Russell bt WEA A. J. Neilson.

Winners of the Inter-unit ship team competition were RM Poole, who gained a 6-1 contest victory over the Combined Naval Colleges.

Winners of the Inter-Command Team competition were the Royal Marines, who beat Portsmouth Command 5-2 in contests.

80 in RM badminton

The popularity of badminton in the Royal Marines was illustrated at RM Poole, where more than 80 enthusiasts met for the Corps championships. First seed and RN player Marine Paul Gibson won the singles and combined with his final opponent, Marine Daly, to win the doubles.

The Inter-Unit Cup changed hands, CTCRM running out comfortable winners.

Results: Singles, Mne. Gibson (CDO Log) bt Mne. Daly (Eastney) 15-1, 15-2. Doubles, Gibson and Daly bt Sgt. Weites (Comacchio Coy) and Cpl. Hamilton (RM Poole) 15-4, 15-3. Plate, Mne. Eade (AR Sqdn) bt Sgt. Whalley (CTCRM) 18-14.

15-3 Inter-Unit Cup: 1 CTCRM 55 pts. 2 Log. Regt. 47, 3 RM Poole 43.

The RN team have continued their series of matches against county opposition and recorded a 14-8 victory over the Isle of Wight. But they suffered a 4-11 defeat by Sussex.

The RN and WRNS individual championships will be held at HMS Sultan on February 10-12. Entry forms are available from Command Sports offices or Lieut.-Cdr. D. G. Thomsett (Collingwood 318). Entries close February 2.

Only half a flipper in it

Members of the 1st Submarine Squadron gathered at HMS Dolphin gymnasium for their Christmas get-together and a variety of games were played.

Competition was hectic, with HM submarine Otter emerging as champions. The commanding officer's race was won by Lieut.-Cdr. Smith, of the Otter — by half a flipper.

Inter-Command soccer

Results of the quarter finals of the Inter-Command soccer competition were:

Naval Air 0, Plymouth 6; Portsmouth 4, Medway 2; Scotland 7, Fleet 2.

The semi-finals and final match will be played at CTCRM Lympstone on April 1 and 2.

Renown and Neptune share

HMS Renown (Port) shared first place with HMS Neptune in the Rosyth sports trophy contest.

Other establishments taking part in the competition, which included seven-a-side rugby, six-a-side hockey and soccer, were Cochrane, Caledonia and Gannet.

The Renown is the first seagoing ship to take the trophy for nine years.

Fixtures

JANUARY

- 5 — Squash: Bank of England (RNC Greenwich).
- 8 — Squash: Civil Service (RNC Greenwich).
- 9 — Squash: RNWSRA v North Kent (RNC Greenwich); Hockey: RNWHA v Henley (Henley).
- 9-10 — Kayak: R. Dee (Llangollen).
- 10 — Hockey: Havant U21 (Portsmouth); Squash: RNWSRA v Cumberland Club (Hampstead); Hockey: RNWHA v Ascot (Ascot).
- 12 — Squash: Nat West Bank (London).
- 13 — Football: Amateur Football Alliance (Portsmouth); Rugby: Bath (Bath).
- 15-16 Water-polo: RN v London Clubs (HMS Collingwood).
- 16 — Netball: RNWNA v Avon/Oxfordshire (Bristol); Basketball: Gardiner Haskins (CTCRM Lympstone); Hockey: Reading (Portsmouth).
- 16-17 — Kayak: R. Usk (South Wales).
- 17 — Fencing: RNWFA v UAU (Guildford); Basketball: Exeter University (Exeter); Hockey: Surbiton U21 (Surbiton); Indoor (W) Hants Tournament (Eastleigh); Table tennis: RNWTTA v Surrey (Portsmouth); Volleyball: RNWVA v Solent/Poole Thumpers (Poole).
- 18 — Boxing: RN v Army (Manchester).
- 19 — Squash: North London (RNC Greenwich).
- 20 — Rugby: Metropolitan Police (East Molesey); Football: British Post Office (London).

- 23 — Rugby: Blackheath (Portsmouth); Basketball: Bristol University (Bristol); Football: FA Youth Cup Round 3; Badminton: RNWBA v IOW (Portsmouth).
- 23-24 — Kayak: R. Dart (Devon).
- 24 — Hockey: Southampton U21IX (Southampton).
- 25-26 Squash: WRNS Inter-Service Championships (Portsmouth).
- 25 — Boxing: RNU19 v South Wales (Swansea).
- 26 — Hockey: Indoor RNW v Eastleigh (Eastleigh).
- 27 — Football: Gosport Borough (Portsmouth); Youth Devon County (Plymouth); Rugby: Cambridge University (Cambridge).
- 30 — Hockey: Hawks (Portsmouth).
- 30-31 — Netball: RNWNA v Tele Comms/Shelley (Stanmore).
- 31 — Hockey: Indoor WRNS South Clubs Qualifying Tournament (Guildford); Basketball: South Wales Police (Weston-super-Mare); Hockey: RNWHA v Guildford (Guildford); Badminton: RNWBA v Winchester (Winchester); Hockey: a.m. West U21 (CTCRM Lympstone), p.m. Somerset U21 (CTCRM Lympstone).

FEBRUARY (first week)

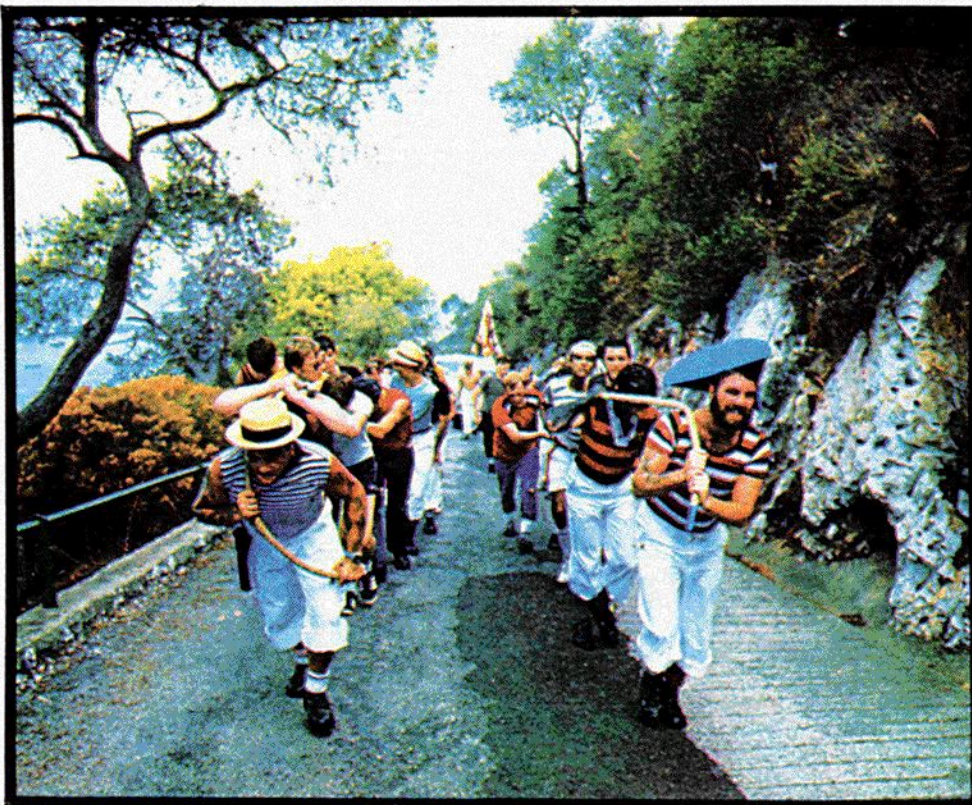
- 2 — Squash: Lensbury (London).
- 3 — Football: Youth — Gloucester (Cheltenham); Gloucester (Cheltenham); Hockey: Cambridge University (Cambridge); Rugby: Oxford University (Oxford).
- 4 — Boxing: RN v RAF (Portsmouth).

Leander refits

LEANDER refit programme dates were given in answer to a Commons question from Mr. Keith Speed, who asked for a list of Leander class frigates now being modernised "whose out-turn costs of modernisation are expected to be £70 million or more; and when each refit was started and is due for completion."

In a written answer, in which he said the forecast completion dates were subject to reassessment, the Minister of State for the Armed Forces (Mr. Peter Blaker) gave the following dates: Jupiter, started January 1980, forecast completion, July 1983; Scylla, November 1980, September 1983; Charybdis, June 1979, June 1982; Hermione, January 1980, January 1983.

In an earlier written answer, Mr. Blaker said, "No final decisions have yet been taken about the detailed shape of the surface fleet in 1984-85. By the mid-1980s, however, we expect to have in service about 50 destroyers and frigates, some 20 of which will be Leanders."



Yo-heave-ho for Rooke!

AS A CHANGE from the traditional Top of the Rock race, HMS Rooke ship's company members used sailor (and Wren) power to haul an old banger up past St Michael's Cave to the top, and back to Rooke via the Moorish Castle and Main Street.

The haulers, some dressed in pirate rig, are pictured as they near the top. During the pull, various local personalities were invited to take the "helm" of the old Riley.

The result was more than £450 raised for charity — to be divided between the Mountbatten Memorial Appeal Fund and local charities in Gibraltar.

Picture: LA(Phot) Danny du Feu.

THESE ARE THE TERMS . . .

COMPENSATION terms for officers and ratings who become redundant as a result of last summer's defence White Paper include a tax-free lump sum — known as a special capital payment — normally equal to a maximum of 18 months' pay.

Where appropriate reckonable service has been given, an immediate pension (or retired pay) and terminal grant will also be paid.

From scales set out in the official announcements, it is clear

that a high proportion of the senior ratings involved in the first phase of redundancy will fall into a range to receive 12-18 months' pay as their special capital payment.

This, together with terminal grant, will provide tax-free lump-sum payments for many of them in a range from about £10,000 to £20,000.

Servicemen eligible for the special capital payment who have less than 22, but at least 12 years, reckonable service will receive a pension calculated as a proportion

of the 22-year rate according to length of reckonable service.

So a Serviceman with 13 years' reckonable service would receive 13/22nds of the 22-year rate of pension.

Officers prematurely retired as redundant who have less than 16 years reckonable service, but at least 12 years qualifying service, will receive retired pay calculated on a proportion of the 16-year rate.

Officers and ratings with service in the 5-11 years range will be eligible for a preserved pension and terminal grant normally payable at age 60.

Compassionate

Ratings will be selected for redundancy by a Redundancy Board, convened in HMS Centurion and chaired by a captain RN. Those selected will be given a minimum of a year's notice of leaving the Service. Those wishing to leave sooner can apply and may be allowed to go.

Ratings who consider they have compassionate reasons for not being declared redundant should represent their case through normal Service channels to reach HMS Centurion before February 8.

This is also the latest date for ratings' applications for redundancy to reach Centurion. By March 31 commanding officers will be told of ratings selected, and they will inform ratings.

Initial release date for first phase redundancies is April 15 1983, with final release date March 31 1984.

Details of how to apply through commanding officers are given, as well as arrangements for receiving resettlement advice. There may be some vacancies in Commonwealth navies for both ratings and officers declared redundant, without prejudice to redundancy compensation.

Many of the administrative arrangements for officers' redundancy are similar to ratings, including release dates, although officers will be selected by Special Redundancy Boards chaired by an officer of flag rank.

In the case of officers applications have to be received in MOD by February 1, and by April 8 letters will be sent telling those who have been selected and those not.

Dealing with officer applications and inquiries will be an Officers' Redundancy Co-ordinating Office which has been

set up in the Second Sea Lord's Department.

There are many rules and provisions in the official announcements, which have been widely circulated and should be carefully studied. The announcements on the administrative arrangements

are contained in DCI(RN) 638/81 (for ratings) and DCI(RN) 637/81 (for officers). The compensation arrangements are described in DCI(RN) J 636/81, while the category details and other information were distributed by Admiralty message.

Jobs

Continued from Page One

numbers to be selected to be roughly as follows:

Captains: 20 of all branches. Commanders: 30 Seaman, 40 Engineers, 15 Supply and Secretariat, 15 Instructors of all lists, and three Dental. Lieutenant-commanders: 40 Seaman, 20 S. and S., 25 Instructors of all lists and two Dental.

QARNNS: 15 Superintending Sisters and Senior Nursing Sisters. WRNS: 3 Chief Officers, 8 First Officers and 5 Second Officers.

Operations Branch (General Service): Total of 30 CPO and 35 PO from Missile, Radar, Survey Recorder and Comms(T) sub-branches. Marine Engineering: 15 CMEM(M)(GS); and 80 POMEM(M)(GS and SM). Ops (UW) SM Branch: 5 CPO and 20 PO.

S and S(GS): 10 CPOCK, 30 POCK(GS and SM), 5 CPOSTD, 15 POSTD. Medical: 10 CPOMA. Fleet Air Arm: 5 CPOACM, 10 PO ACMN (Missile Aimer and CDO ACMN only), and 10 PO(AH) (None to be ATC Trained).

Redundancy terms do not apply to officers of flag rank.

The redundancy programme is likely to be spread over two phases, possibly three, and total redundancies are not yet known while future shore manpower needs are still under study. For the second phase, applications will be called for in about a year's time.

The aim remains for most of the planned reduction of 8,000 to 10,000 in RN strength to be achieved by natural wastage.

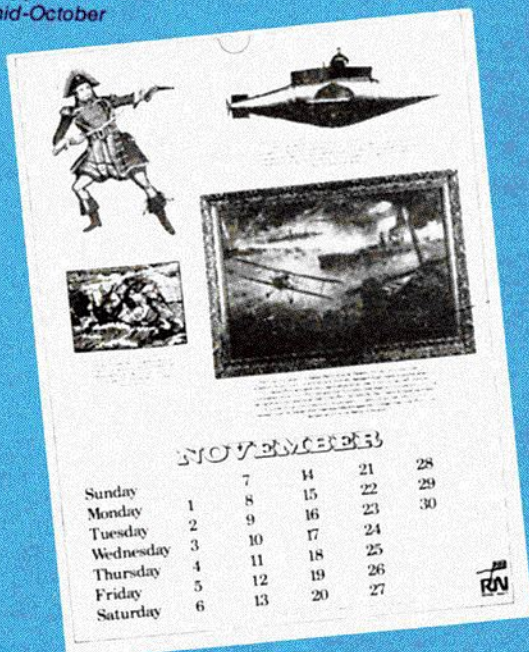
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THE DETAILS

A few examples of the redundancy compensation terms

Rank/Rate	Seniority (years)	Length of Service (years)	Number of months pay	Special capital payment (tax free) 1981 pay code	Service Retired pay or pension (taxable) 1981 pension code	Terminal grant (tax free) 1981 pension code	Total cash payment
Captain	3	24 (eg. age 45)	18	£26,910	£7,005	£21,015	£47,925
Commander	7	22 (eg. age 43)	18	£24,292	£5,609	£16,827	£41,119
Surg.Cdr.(D)	4	16 (eg. age 40)	18	£28,995	£4,391	£13,173	£42,168
Lieut.- Cdr. (SD)	12 Com missioned service (under 12 rating service)	21 (eg. aged 42)	18	£17,679	£4,370	£13,110	£30,789
Lieut.- Cdr. (GL)	5	14 (eg. age 35)	18	£19,009	£3,092	£9,276	£28,285
WRNS 1/0 or Supt. Sister QARNNS	3	13 (eg. age 36 — officer service from age 23)	18	£17,361	£2,742	£8,226	£25,587
CPO	Scale A	18½	11	£8,361	£2,436	£7,308	£15,669
CPO	Scale A	16	18	£13,682	£2,107	£6,321	£20,003
PO	Scale A	16	18	£12,275	£1,863	£5,589	£17,864
CPO	Scale A	14	15	£11,310	£1,844	£5,531	£16,841
PO	Scale A	14	15	£10,069	£1,630	£4,889	£14,958
CPO	Scale B	12	13	£9,632	£1,580	£4,741	£14,373
PO	Scale A	12	13	£8,727	£1,397	£4,191	£12,918
CPO	Scale B	10	17	£12,441	Preserved pension and terminal grant at age 60		£12,441
PO	Scale B	10	17	£11,164			£11,164